THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 50 January 13, 1969

CYCLE NEWS

48 Page Vacation Issue

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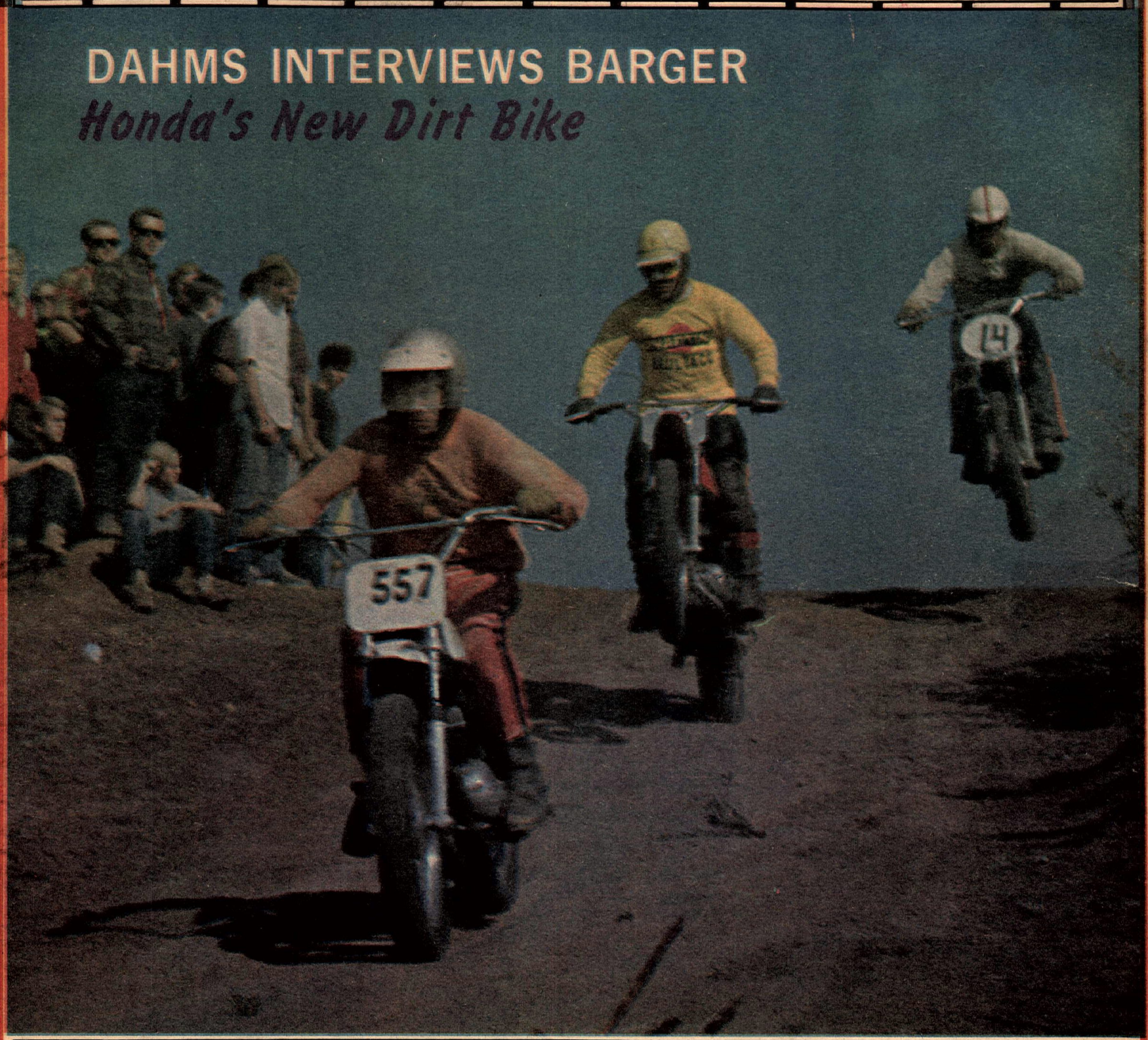
DAHMS INTERVIEWS BARGER

Honda's New Dirt Bike



American TT ace Steve Scott leads Belgian moto-cross champion Marcel Wiertz and upcoming American moto- crosser Russ Darnell in this rough riding study from one of the 1968 series of International-American Moto-Cross races, photographed by Bill Pettigrew.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

AMA NATIONAL CHAMPIONSHIP CALENDAR

(NOTE— These listings are incomplete. As more information from AMA headquarters is received, it will be published here.)

FRIDAY, FEBRUARY 7, 1969
35 LAP INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP by Pace Management Corp., Houston, Tex.(Astrodome).

SATURDAY, FEBRUARY 8, 1969
30 LAP INDOOR TT NATIONAL by Pace Management Corp., Houston Astrodome.

SUNDAY, MARCH 9, 1969
75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

SUNDAY, MARCH 30, 1969
95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

SUNDAY, APRIL 20, 1969
100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

SUNDAY, APRIL 27, 1969
90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

SUNDAY, MAY 4, 1969
175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

SUNDAY, MAY 11, 1969
DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SUNDAY, MAY 25, 1969
250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

SUNDAY, MAY 25, 1969
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

SAT., MAY 31, SUN., JUNE 1, 1969
500 MILE GREENHORN NATIONAL CHAMPIONSHIP ENDURO by the Pasadena Motorcycle Club, Pasadena, Calif.

SATURDAY, JUNE 7, 1969
DIRT TRACK NATIONAL CHAMPIONSHIP at Louisville Downs, Louisville, Ky.

SUNDAY, JUNE 8, 1969
115 MILE ENDURO by Back Mountain Enduro Riders, Dallas, Pa.

SUNDAY, JUNE 15, 1969
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP at Jennerstown, Pa.

SUNDAY, JUNE 22, 1969
15-MILE MINI ROAD RACE NATIONAL CHAMPIONSHIP by Pittsburg Racing Assn., Heidelburg, Pa.

FRIDAY, JUNE 27, 1969
25-LAP NATIONAL TT by Santa Fe Park Enterprises at Hinsdale, Ill.

SUNDAY, JUNE 29, 1969
CHARITY NEWSIES DIRT TRACK NATL. CHAMPIONSHIP 1/2-MILE at Columbus, Ohio.

SUNDAY, JULY 6, 1969
1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at San Jose, Calif.

SATURDAY, JULY 12, 1969
50 LAP TT NATIONAL by J.C. Agajanian at Ascot Park, Gardena, Calif.

SATURDAY, JULY 19, 1969
30-LAP TT NATIONAL by Mt. St. Helens M.C. at Castle Rock, Wash.

SUNDAY, JULY 27, 1969
20-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at Santa Rosa, Calif.

SAT., AUG. 2 & SUN., AUG. 3, 1969
110-MILE NATIONAL CHAMPIONSHIP ROAD RACE including 250cc Amateur and Expert race. Practice on Saturday. By Floyd Clymer, 222 N. Virgil Ave., Los Angles, Calif. At Indianapolis Raceway Park, Indianapolis, Ind.

SUNDAY, AUGUST 3, 1969
HILLCLIMB NATIONAL CHAMPIONSHIP (Class A Bikes) by White Rose M.C., Jefferson, Pa.

FRIDAY, AUGUST 15, 1969
SHORT TRACK NATIONAL CHAMPIONSHIP by Santa Fe Park Enterprises, Hinsdale, Ill.

SUNDAY, AUGUST 17, 1969
20-LAP TT NATIONAL by Peoria M.C., Peoria, Ill.

SUNDAY, AUGUST 24, 1969
15-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Scanlan's Promotions, Inc. at Sedalia, Mo.

MONDAY, SEPTEMBER 1, 1969
100 MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bushkill Valley M.C. at Nazareth, Pa. (TENTATIVE).

SATURDAY, SEPTEMBER 13, 1969
1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by J.C. Agajanian at Ascot Park, Gardena, Calif.

SUNDAY, SEPTEMBER 28, 1969
135 MILE NATIONAL ENDURO by Meteor M.C., Camden, New Jersey.

DIRT TRACK NATIONAL CHAMPIONSHIP by Mar-Car Inc., Oklahoma City, Okla.

SUNDAY, OCTOBER 5, 1969
25 MILE NATIONAL DIRT TRACK by J.C. Agajanian on Sacramento, Calif. mile track.

150 MILE ENDURO CHAMPIONSHIP by Riverside Bombers M.C., Riverside. Calif.

SUNDAY, OCTOBER 19, 1969
155 MILE ENDURO CHAMPIONSHIP by Midwest Enduro Team, St. Louis, Mo.

SUNDAY, NOVEMBER 9, 1969
125 MILE NATIONAL CHAMPIONSHIP ENDURO by Hayward M.C., Hayward, Calif.

WESTERN CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

SUNDAY, DEC. 22, 29th
HUNTINGTON BEACH CYCLE PARK open from 11 a.m. to 4 p.m. for sport riding. (714) 897-4458.

FIRST SUNDAY OF EVERY MONTH
MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH
MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Pac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

FRIDAY, DEC. 27, FEB. 7, 14th
INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

DEC. 21, 1968 to JAN. 6, 1969
VACATION FOR CYCLE NEWS. There will be no paper published during the first and last weeks of the year.

SUNDAY, DECEMBER 22nd
CANCELLED: The Lodi M.C. scrambles

TT SCRAMBLES by the Coachella Valley M.C. at Perris, Cal. AMA sanc. Dist. 37 point run. Prac. lightweight 8 a.m., heavyweights 12:30 p.m. Races: lightweights 9 a.m., heavyweights 1 p.m.

HARE SCRAMBLES by the Desert Challengers, limed from Lucerne, Cal. Start 10 a.m.

ROAD RACE at Carlsbad raceway. All licenses O.K. All classes. Info: Box 124, Reseda, Cal. 91335 or call (213) 886-3116. SEE AD THIS ISSUE

SUNDAY, DECEMBER 29th
BENEFIT MOTO-CROSS by the Feather River M.C. for the County Hospital. Track under the E. St. bridge in Marysville, Cal. Signup between 4:30 p.m. Saturday and 9 a.m. Sunday. Race 11 a.m. Info: 742-7785.

EUROPEAN SCRAMBLES at Rosemond, Cal. Start 10 a.m., limed from 140th & Rosemond. Info: Dennis Schneider (213) 787-7361.

WEDNESDAY, JANUARY 1st
27-MILE PONDEROSA HARE SCRAMBLES by Greyhound M/C at Ponderosa Ranch, 15 miles east of Lancaster on Ave. J. Trophies to 50% of entries. Info: (213) 367-2907.

HARE SCRAMBLES by the Marin County club at China Camp, Cal. Signup & prac. 9 to 11 a.m., race at noon. Take San Pedro Rd. exit from Hwy. 101 just north of San Rafael. Info: Jim Howland (415) 897-5901.

PROFESSIONAL TT BENEFIT. All proceeds to Clyde Litch. At Ascot Park, 186th & Vermont, Los Angeles. (Gardena) $600 purse, AMA sanc. Wheelie contest, sidehack exhibition. Show starts 1 p.m. 1969 licenses required. $2.50 adm.

SUNDAY, JANUARY 5th
SAW MILL ENDURO by North Bay M.C. at Santa Rosa, Cal., AMA sanc. For info

CYCLE NEWS

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write North Bay M.C., 415 Davis Street, Santa Rosa, Cal.

ANNUAL HOLIDAY HOP HARE SCRAMBLES by the Pasadena M.C. Trail and big bikes start 10 a.m., 20 miles east of Lancaster on hwy 138, north on hwy 190.

EUROPEAN SCRAMBLES at Deadman's Point, in Apple Valley Cal. by the Desert Challengers. Trophies to 40%. Info: (714) 247-7473.

EUROPEAN SCRAMBLES by the Hi-Jinks FMC at El Mirage dry lake. Limed from Altadeno on Hwy 395. Riders meeting 9:30 a.m., race 10 a.m. Info: (213) 428-3465.

HARE SCRAMBLES by the Marin County M.C. in San Rafael at China Camp, Cal. Limed from Marin County civic center (San Pedro Rd., turn-off 101, just north of San Rafael) Signup 9 to 11 a.m., no prac. race at noon. Info: Jim Howland (415) 897-5901.

SAT. & SUN., JAN. 11 & 12th
HANGTOWN MOTO-CROSS by the Dirt Diggers North M.C. in Placerville, Cal., 45 minutes east of Sacramento. Ltwts. Jan. 11, hvwts. Jan. 12. Starts 10 a.m. sharp. Junior & senior, 125cc, 250cc & Open. Any competition cards accepted. Info: P.O. Box 338, Orangevale, Cal. 95662, or call (916) 988-4725.
SEE AD THIS ISSUE

TT SCRAMBLES in Tucson, Arizona. Info: EA 7-6902, Herb Morris.

HARE & HOUND/POKER RUN by the Safari Trailrider's Inc. at Bean Canyon, Cal. Limed from Backus Rd. No AMA membership needed. Info: Ken Shaw NE 8-6707.

SUNDAY, JANUARY 12th
HARE SCRAMBLES by the Bushmasters, Cal., take Interstate 10 to Yucca Valley turnoff. Go two miles north, turn left on Dillon Rd., follow lime. 10 a.m. Dist. 37 point run. Info: (714) 849-2483.

MOTO-CROSS Carlsbad. Mail entry $5, post $10. Entries close Jan. 8. P.O. Box 124 Reseda, Cal. 91335. Info: (213) 886-3116.

SUNDAY, JANUARY 19th
WINTER ENDURO by the Sonora Pass M.C., starting from Confidence, Cal. AMA sanc. First rider out at 9:01 a.m. Info: Box 259, Sonora, Cal. 95370.

THURS.–SUN., JANUARY 23–36th
AHRA WINTERNATIONAL CHAMPIONSHIPS, Beeline Dragway, Phoenix, Ariz.

SUNDAY, JANUARY 26th
TT SCRAMBLES at Adelanto, Cal. on Hwy. 395 by the Scramblers M.C. Dist. 37 AMA sanc. Ltwt. prac. 8 a.m., race 9 a.m.; hvywt. prac. noon, race 1 p.m. Clock trophies to first, each class. Info: (805) 497-2060.

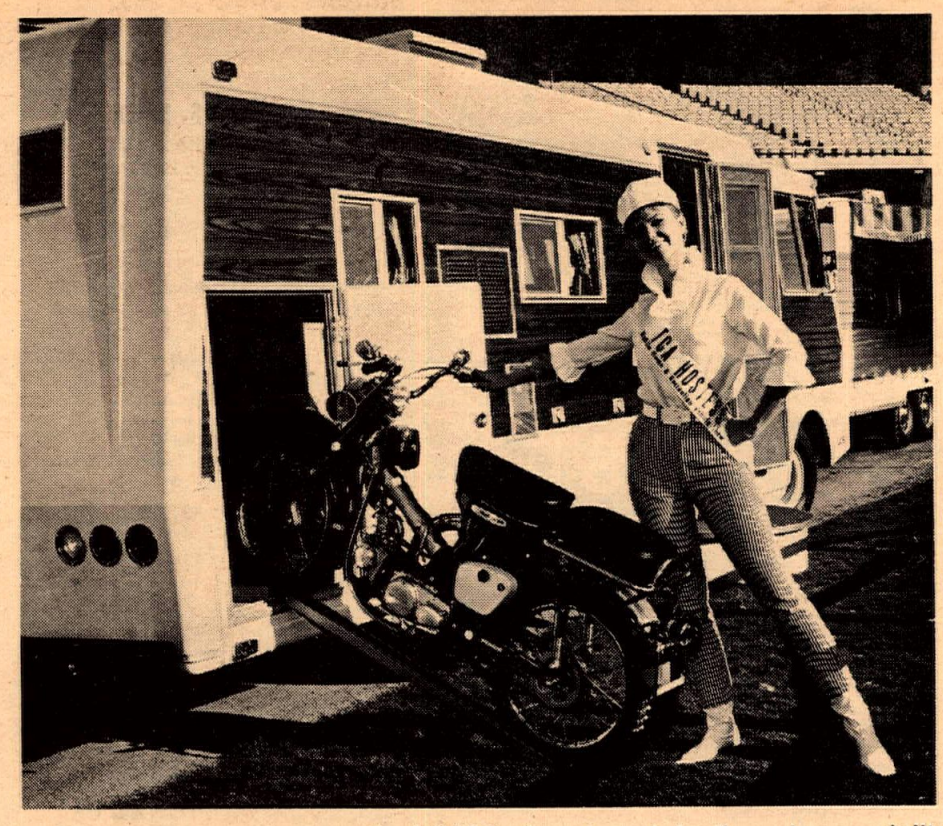
TT SCRAMBLES at Carlsbad. $5 post entry. Info: (213) 886-3116.

SAT. & SUN., FEBRUARY 8th & 9th
ELSINORE GRAND PRIX by the Gripsters M.C., AMA sanc. Dist. 37 desert scrambles. Races 11 a.m., small bikes Sat., big bikes and sidehacks Sun.

SUNDAY, FEBRUARY 16th
LYTTLE CREEK ENDURO at Inland Motorcycle safety course in Rialto, Cal., by the Crestline M.C. For beginner and small bikes. Trophies for age 16 & under. Dad can ride along. Info: D. Smith (714) 882-1818.

HAPPY 1969
TO EVERYBODY
from
aca
American Cycle Association

Camper Manufacturers Design '69 Models for Cyclists



Tina Olson, hostess of the Recreational Vehicle show, demonstrates the cycle garage built into one of the new motorhomes.

January 8–12, 1969, Great Western Exhibit Center – For the first time, Cycle News readers can attend a Recreation Vehicle Show designed with their needs in mind. It's the real action crowd – motorcycle racers and enthusiasts that make races every weekend at San Jose or Thousand Oaks, Santa Maria, Barstow, Phoenix or Elsinore – who buy trailers, campers and motorhomes...not little old couples who are going to retire. Now they've got Sun City and Leisure World and we've got vehicles like the one in the photo – with a garage in the back that holds two bikes. Tina Olson, hostess of the TCA Recreation Vehicle Show, January 8–12, 1969, shows the m/c compartment at rear of this Fireball Motorhome.

Trailer Coach Association representative, Dan Durphy, reports that manufacturers of RV's recognized in the designing of their '69 models the demand for motorcycle racks, compartments, storage areas for helmets, leathers and tools...particularly in campers and motorhomes. Exhibited at the January Show at Great Western Exhibit Center, off the Santa Ana Freeway in Los Angeles, will be some 75 types of rolling shelters; plus dune buggies, snowmobiles, off-the-road motorcycles, accessories and a gyrocopter.

17 DEALERS HAVE LITCH RAFFLE TIX ON SALE

Southern California motorcycle enthusiasts can purchase tickets on the 21" color TV that is being raffled off for the benefit of injured racer Clyde Litch from their favorite motorcycle dealer.

Dealers who have the $1 raffle tickets on sale are Harry Foster, Bob Bailey, Norm Reeves, Norm Best, Long Beach Honda, A&A Motors, Honda of San Fernando, H-D of Long Beach, H-D of Los Angeles, McLaughlin Motors, Bellflower Triumph, Burbank Triumph, K&N Motorcycles, Ed Kretz, CB Motors, Ted Evans and Jack Simmons Motorcycles.

Drawing for the TV will be held January 3rd at Bob Bailey's Service Center, 17124 S. Western, Gardena, Calif.

Top 10 Scramblers to Perform at Litch TT

The Clyde Litch Benefit TT at Ascot New Years Day will feature an exhibition race among the top ten scrambles riders of District 37.

The top ten, who have indicated they will appear, are Fred Edwards, Jim Connally, David Aldana, Kirk McDowell, John Rice, Ben Fakkeldy, Terry Dorsch, Dick Allen, Tom Dennis, Terry Moriarty and Mike Posey.

C M C
and
Carlsbad
Raceway

Wishes to thank all the riders and fans who made our first season successful and hope that you have a Happy New Year!

One For Clyde Litch

Did you ever wonder who your friends really are? Is it true that you have to be a winner on the track to have a following? What really is the racing fraternity that you hear about over the years?

These questions, and more, will be answered when friends of racing and Clyde Litch gather at Ascot Park on New Year's day to answer a call for a friend in need and a friend indeed.

Other groups within the cycle ranks are holding get-togethers with various sportsmen events but Clyde's calling has always been on the professional race tracks in half mile and TT races.

The plan calls for all of the admission fees to go to Clyde. The riders will compete for a guaranteed purse and can keep what they win. AMA officials are working this one free of charge. The announcing is gratis, the ads in the paper are also free.

The AMA in Ohio says that all riders must have their new 1969 license to race. To make this extra effort more worthwhile, the TT track that many also-rans have suffered on for so long

(Continued on page 20)

American Federation of Motorcyclists
Always Fine Motorcycling
Wishes Happy New Year to All Fans & Riders!

ASCOT PARK
186th & S. Vermont
Gardena, Calif.

NEW YEARS DAY
JANUARY 1 1969

Pro-fes-sio-nal

$600 PURSE

ALL PROCEEDS TO CLYDE LITCH
(#95x recovering from racing injuries)

★ FIRST RACE OF THE YEAR
★ Expert, Amateur & Novice Program
★ WHEELIE CONTEST!
(King-O-Lawn Minibike 1st prize donated by Long Beach Honda)
★ TOP 10 SCRAMBLERS DIS. 37 EXHIBITION RACE!
★ SIDEHACK EXHIB. RACE

MERCHANDISE PRIZES FOR SPECTATORS!
Admission: $2.50 Kids Free! SHOW STARTS AT 1p.m.
RACERS: get your 1969 License ap. in the mail pronto!
Sponsored by the friends of Clyde Litch

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VOICES OF THE WEST

GOUGING?

All the riders who participate in the International Moto-Cross series know what it cost and the spectators know what they paid, but how many know how they did it at Pepperell?

Riders who qualified there (30) were paid $2500 in start and prizes. That means that riders did not have to pay to participate, in fact they were paid to ride.

There's more too. Not only did the Pepperell riders not have to pay (1) entry fee, (2) admission fee, (3) a special FIM license fee but they also got four free passes for their family. There were even about fifty riders who did not qualify who received those free passes.

All this was done on an attendance of about 7,000 paid spectators. Out of this they paid the Europeans, the Americans, all other expenses and still made a handsome profit. This was all done with a lower admission price too.

An east coast friend of mine indirectly caused me to write this letter. He thinks the California system stinks.

BILL BLAKESLEE
Downey, Calif.

FINE LITTLE RIDER

Your report of the Santa Cruz Circus was great but a little confusing to us here in the promised land, (Washington). You report John Maynard won two 500 Jr. moto's and placed 19th in the third for a 4th overall (?), Steve Holliday outsped his competition to win overall and John Hately won the first moto to take third. John doesn't show in the results page.

It's really not all that important, but we like to keep the story straight. John Maynard is my brother-in-law and a real fine little rider, but he has a tendency to tell big ones and we may never get the story straight.

ELDEN R. DOUGLASS
Seattle, Wash.

ED. NOTE: Owing to a scoring error, Maynard was listed as a DNF. To make for more confusion, both he and another rider carried #15 for their number plates.

OPEN LETTER TO COOLEY

I'm not concerned where Mr. Wade rode before Westlake (since entries for all previous Inter-Am races were withdrawn through the F.I.M.), I want to know why you said he was suspended by the F.I.M. when actually he was not. And for proof, Mr. Wade has a telegram from the ACU saying he was never suspended.

I don't see much sense in your article in last weeks paper.

And don't you still owe me a check from the Silver Cup Moto-X series held in 1967?

LLOYD BE. LINGELBACH
Tujunga, California

DISCRIMINATION

You sure can't beat the AMA version of "equal justice for all." I see that John Penton was suspended from the AMA for the promotion of the New Philadelphia Moto-Cross. Of course, one week before, Bob Hicks of Cycle Sport Magazine promoted the Pepperell Massachusetts Moto-Cross; did he get a suspension? You can bet your position on the AMA executive committee, that he did not.

T.G. CONSUMO
Quaker St., N.Y.

TAKE IT HOME

In regards to Mr. W. Fred Jones' letter in "Voices of the West" C.N. #48 I also agree that motorcycle racing and riding has the finest group of people around and that motorcycle competition is the greatest sport there is, but that there are some who don't seem to care about litter.

It really bothers me to see piles of trash at the riding and racing areas of Southern California because if the wrong people see this it could kill these areas for riding.

All the people I ride with make an effort to clean up after we're done riding, and it's not a hard job at all – just put it in a bag and take it home with you. Please don't leave it out in the desert, or a sport that is getting larger and more popular every day may get stomped on hard.

RICK HASLETT
Torrance, Calif.

THANKS FROM ENGLAND

Having just returned from a three-week visit to California I ask that I might through your columns express my thanks and appreciation for the wonderful welcome and hospitality received from the numerous motorcycle friends I met. I attended several events including the Santa Cruz International Moto-Cross and also visited four clubs where I was invited to give a talk.

I was greatly impressed with the enthusiasm of your riders and their willingness to learn from the demonstrations given by the European moto-cross boys.

In the near future it is certain that U.S. riders will be visiting Britain in order to widen their knowledge in the tough world of moto-cross. They will be made very welcome and already tentative arrangements have been made for some U.S. riders to come over in 1969.

In closing may I wish you and your readers sincere Christmas and New Year greetings with a special mention to those I had the pleasure of meeting and who received me into their homes.

E.C. HYLAND
Amateur Motor Cycle Association
Birmingham, England

HOW'S JIM?

I'm wondering, and I'm sure Jimmy Nicholson's many fans and those of the racing fraternity are wondering, about Jim's recovery progress since his "bout with a bumper".

CHUCK BERRY
Van Nuys, Calif.

ED. NOTE: Jim is in Ward 3 West at the U.S. Naval Hospital, 7500 Carson St., Long Beach. He says he's getting along well and is doing physical therapy. "I'm not walking yet but I will be in about another two months. I'll probably be racing about the middle of this season. It used to take a year before you were fixed up but with these rods in my legs it's only about six months, and I've already put in three. They'll probably be transferring me from Fort Ord to Fort Mac Arthur and I'll have every weekend off, so I'll be able to race."

RAMS CLEAN UP

The Rams took extra pains to go around after many of the racers left and cleaned up all the trash. I was only a spectator but I was there a little later than most people and saw the clean ground. It was almost as if a race hadn't even been run there.

I'd like to congratulate the Rams for the good (clean) job they did that day.

I hope that some of the clubs copy this good example.

K.R.
Reseda, Calif.

A WADE ON THE WILDSIDE

Ol "Western Wes" shouted out – "Look here Abigale, at the size of my foot." Finally A.M. Abigale responded– "That's a nice big foot you have there Wes, but how you gona get outa this mess?" And Bryan put on his waders. Moral: If you can't find a foot big enough to put in your own mouth, put it in the other guy's.

WILLIAM D. DIGGERSBERRY
East Armpit, Nebraska

(ED NOTE: Hey, Diggerberry! There's no such town in Nebraska. Are you putting us on?

SCRAMBLIN AROUND

By Maureen Lee

Scramblin Around columnist Maureen Lee is floored by the Hong Kong flu. Her column will resume with the first issue of Cycle News in 1969.

A	A	E	H	I	L	O	Q	L	E	K	R	E	M	G	N	I	Y	L	F	V	T	U	S	T	A	H	O	T	R
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MOTORCYCLE PUZZLE #2

By John Clement

While Cycle News is on vacation for the next two weeks, here is a little brain-bender for readers to ponder over and work out.

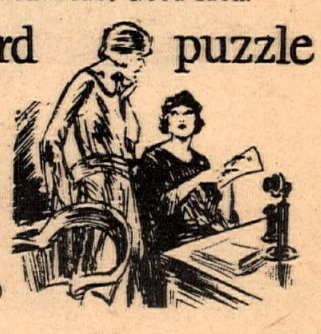
Puzzle-maker John Clement has cleverly hidden over 100 motorcycle brand names in the alphabet soup printed here. The game is the same as Motorcycle puzzle #1 – try to find all the names of motorcycles that you can and circle them. The easy ones go from left to right, but some run backwards, diagonally or up and down. Duplications don't count.

Tally the total number of names you find and write it in the space provided, along with your name and address. Also, please write down all the motorcycle names you find on a separate sheet of paper, along with your name and address, and attach this sheet to your entry.

Send your completed entry to Cycle News Puzzle #2, Box 498, Long Beach, Calif. 90800. Deadline for postmarks is January 6, 1969.

Whoever finds the most names will win the prize of $10 in coin of the realm. In case of tie, duplicate prizes will be awarded. So point your pencils, get out your dealer directory and start deciphering. Remember, they may be listed horizontally, vertically, diagonally or backwards. Good luck!

Tougher than a cross-word puzzle



Example: HONDA

Q	W	E	R	T	Y	U	I	O	P
O	G	A	O	N	D	E	P	A	U
L	A	D	N	O	H	P	F	A	T
Z	X	C	V	B	N	M	L	K	J

TOTAL NAMES FOUND _____
(list names on separate sheet and attach to entry)

CONTESTANT'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COWBELL CLANGS FOR ONGA
1147 Enduro Riders Follow

ABOVE: Heigh-de-ho and away we go, along and down the long hill beside a big pile wood... This young lady probably enjoys all this as much as Tom Jones' friends on the olde English hunts. BELOW: Grunting under a fallen timber, a forestaste of things to come. BELOW RIGHT: He's smiling now, and why not; the road at the start is wide and clear? But you just wait Charley.

Photos by Dafydd ap Morgan

I bet they really like those guys standing there with hands on hips. But secretly they're wishing they could see a 650 come through

"If she tells me once more how she hit that hole I'll take her damn helmet and..."

"I didn't see one cow the whole time."

Cowbell Enduro

By Daniel MacMurray

UPPER LAKE, Cal., Nov. 10 – Yes, 1148 is a lot of motorcycles. But that's how many showed up for the 22nd Cowbell Enduro. They started them off at six a minute.

There were only about 200 real enduro riders. There were riders ther with centerstands, kickstands, headlights, taillights and license plates. Many didn't have proper riding clothes or tool. We took one rider home in the back of our truck because he didn't have a tirepump.

But, on the other hand, I saw one honest-to-goodness enduro rider alongside the road building a fire beside his bike. I thought he was going to burn his bike up and asked him what he was doing?

He said: "A coil wire busted and I have to solder it back". And he wasn't there when I returned.

Bill Onga, an 'A' rider, took the overall win on a 250 Husky.

Some old guys there were the best rough riders around, and they probably finished. The younger riders didn't like the course because it wasn't fast enough. In fact, not many young riders came.

It was a good enduro track. The bark was on the fallen trees and the ground wasn't full of holes. But that was before the race.

The first twenty or thirty miles of it were zigity-zagity forest roads. There were also roads made with a chain saw and parts where there weren't roads at all.

I asked one street rider how he was going to get up the next hill?

"I'm not worried about getting up," he said. "I'm worried about getting down." He made it up after nine or ten tries.

"Ah, the (ugh!) joys of enduro riding on the lovely (nuts!) forest bed.

The riders had to go down this gigantic hill, cross a creek and then power up another hill. This is where most of them fouled up.

The experienced enduro riders signed up first. After them came the "not so good" riders. Every time a couple of these got stuck going up this hill it made the ground a little bit softer. Finally, it got so bad that three men were behind the 100cc bikes.

One girl made it halfway up, looked back and just stopped right there.

After you pushed your bike up that hill (if you did) you were pretty tired. Why one rider went off into the bushes and took himself a little nap. Another rider saw him and threw himself down beside him.

There were some riders who seemed to do everything the opposite of what they should. The riders who signed up last probably finished after six o'clock. If you went around picking up on that track after you could have made yourself a bike.

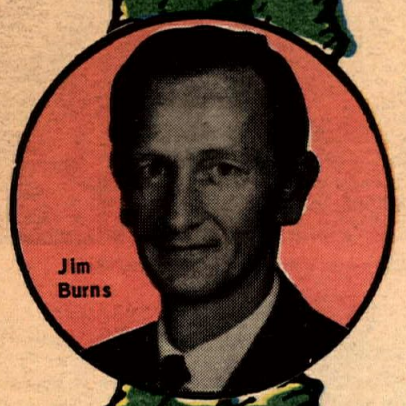
(Results on page 26)

"...so it stopped dead right there and just wouldn't start for the world. Well, I gave it such a kick..." RIGHT: That's enough of that.

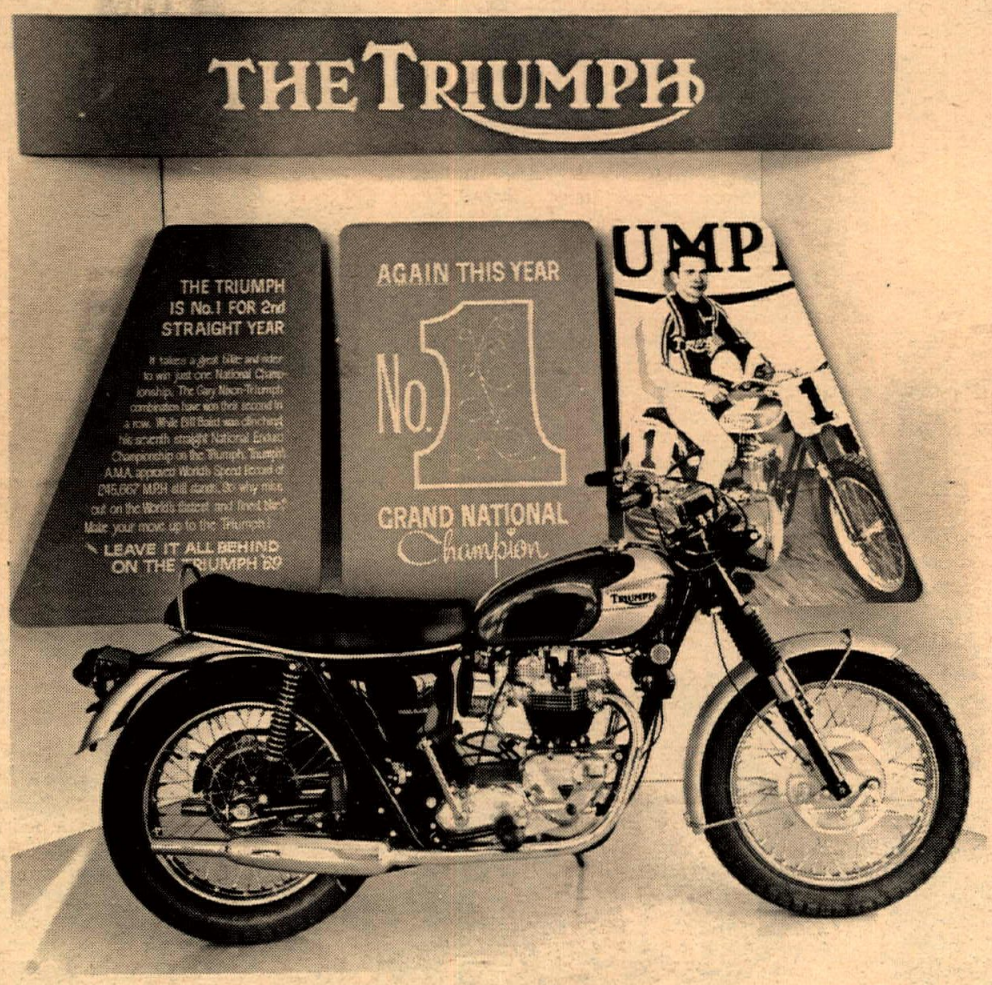
Merry Christmas Happy New Year!

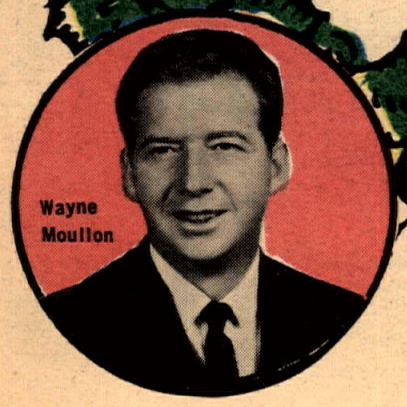
Hazen Bair

Tony Dodge


Jim Burns

Robert Baucom




Wayne Moulton

Harold Ray

Grand National Champion

Upsets A-plenty at Riverside-Savage takes open

Photos by Dennis Greene

Swede Savage, 19, inside of Ed Wirth. Savage won this GP class event. Wirth fell off and ripped the skin off his hands. He wasn't wearing gloves.

Heavyweight production comes through turn seven. Ray De Long, 156, on Kawasaki stayed ahead of 286, Alan Ginerelli on Honda for fourth, 350cc class.

RIVERSIDE, Cal., Dec. 15 – The weather in December this year has been most unpredictable. The American Cycle Association has been running at Riverside now for some five years and has never had a rain-out, but this December it almost occurred. Most of the Southern California area had some rain, but luckily Riverside received very little.

It was a toss-up until about 8:30 a.m. when word came from March AFB weather tower that the rains would be light and intermittent during the early morning and would completely blow away by 1:00 p.m. Believe it or not, this time the weatherman was correct.

Until the first event, except for early in the morning, there was no rain on the course. Practice sessions for the 169 entrants went off smoothly. But, sure enough, when the 50cc and 100cc grand prix bikes came on the course for the first event, a slow drizzle started.

By the seventh lap there was a regular down-pour. When six machines went tearing into turn six, all ended upside down, but luckily no one was hurt. Poor Sid Chambers limped into the pit area. It was almost comical, he looked like a clown pushing a bike with egg-shaped wheels.

Mike Lane had been leading the event on his Hodaka until the fourth lap just before the mishap, but developed mechanical problems and dropped out, moving Roy Nakamoto on a Yamaha into first place. Nakamoto finished first overall.

Out of the big pile-up came Rudy Galindo on a Yamaha with a badly damaged frame. That cost him a lot in lost time. He was forced to stop and remove the faring.

Ken Greene, riding one of those PR Specials from the Power Research people pulled way out ahead and finished first in the 50cc Class-two easily. Finishing first in the 50cc Class-one (the plus-five transmission bikes) was Dave Simmonds on a Suzuki.

Le Mans

The second event was lightweight production. Of course, the LeMans start is always thrilling for both the riders and spectators. The riders dashed across the course to their machines and got off as best they could.

Out in front from the start was last year's champion in the 200cc production class, Dave Damron, on his Suzuki. Right behind was Steve Galbraith from the Power Research crew.

Galbraith took over on the fourth lap and led for four additional laps. On the eighth, Damron recaptured the lead and finished first overall and first in class.

Back in the pack and in hot pursuit of that second place position came a flock of 200's, led by Roger Wood, Dan Gingerelli, Lawrence Wakatsuki and Bob Lend.

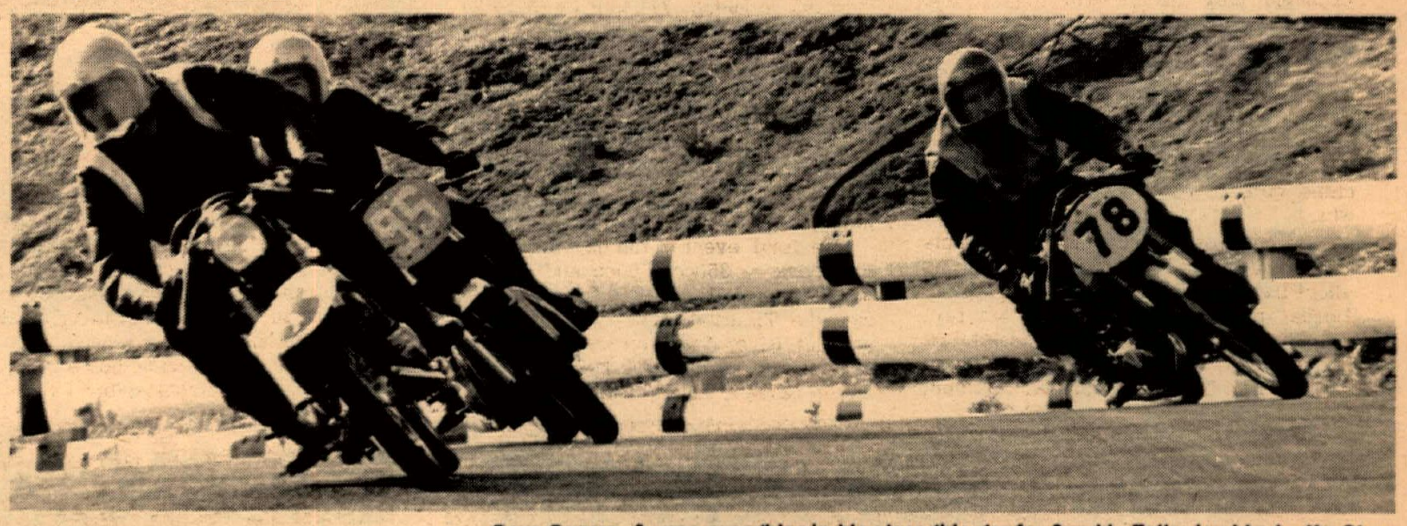
Finishing way up and riding a small bore machine was Pat Evans on a Yamaha. Evans finished first in class and was only one lap behind the leader. He finished ahead of all the other small machines between 50cc and 200cc. A protest was lodged against him, necessitating a complete tear-down.

To everyone's surprise, the Yamaha was stock and Evans was proud to collect his $10 protest fee.

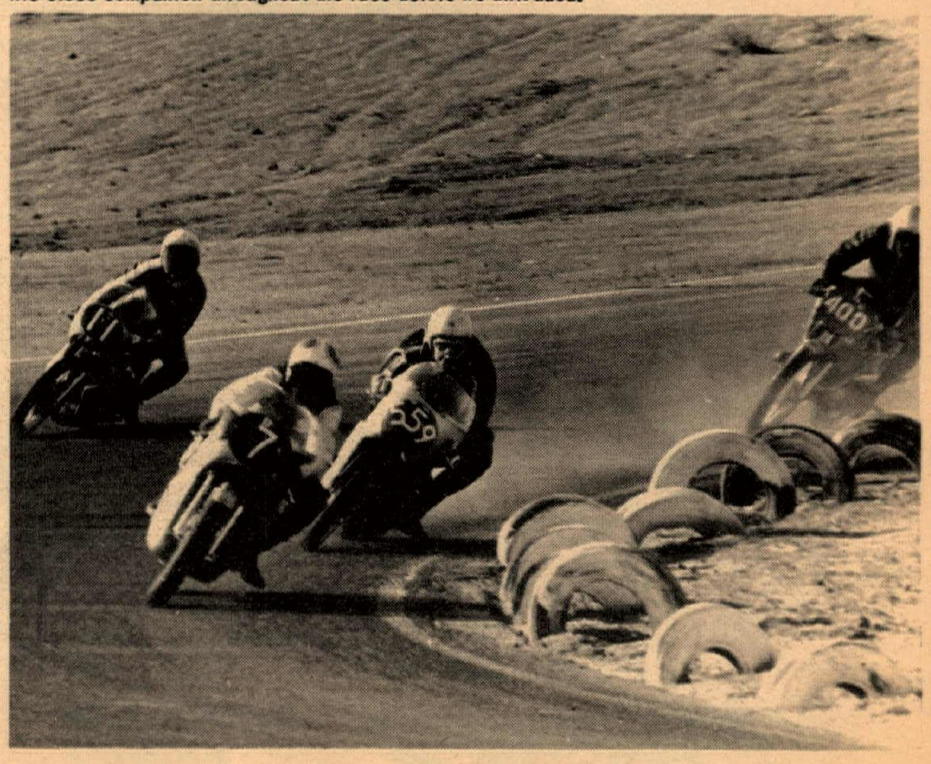
Right behind Evans and first in class in 125cc was Leonard Fallscheer, also Yamaha-mounted. In the 175cc class, finishing fourth overall and first in class was Jerry Zernikow.

The third event of the day was 125cc and 175cc grand prix. To the shame of the 175cc class, first and second overall went to two 125cc machines as Chief Galbraith led the pack from start to finish, followed by Hurley Wilvert Jr. Holding 175cc colors high was Ron Phillips on his Ossa.

This is the start of the 250cc GP race won by Mike Lane on a Yamaha. Lane, 80, is behind Don Emde on Suzuki here. Three back is Buddy Parriott, 1, who finished second.

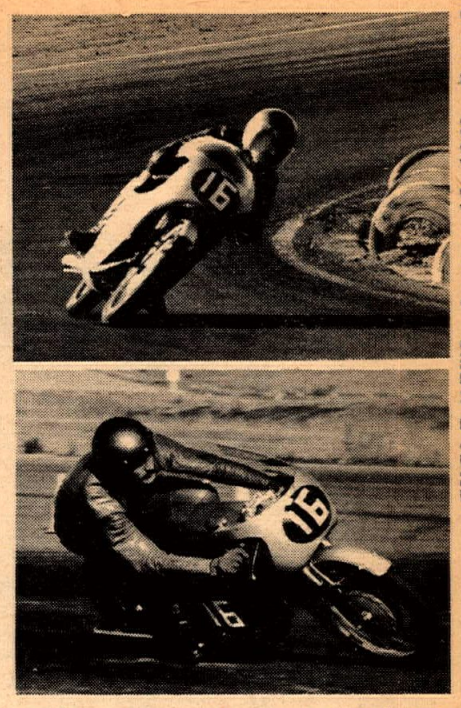


Dave Damron, 3, won everything in his class this day for Suzuki. Following him is Jim Chen, his close companion throughout the race before he unloaded.



Tony Nicosia, 7, on a Honda leads the lightweight production crew around the lower end of turn seve. Taking the outside line is 11, Gary Kyle on a Kawasaki.

The girl who came to Riverside with Dave Damron gets some shots of the other riders in the 100cc class after Damron has past.



The ins and outs of turn seven as demonstrated by Sid Chambers

Two top-notch riders, Buddy Parriott and Steve McLaughlin, were competing in the 125cc class, but both retired due to mechanical problems.

Many of you will recall a tall blonde rider by the name of Marty Lunde from Redondo Beach who started riding grand prix events about four years ago in California. Lunde always had the urge to go to Europe and try his luck, so he did. Some favorable comments appeared in the English press about his ability, especially in the rain.

To everyone's surprise, Lunde showed up Sunday morning with one of those sophisticated 125 CR Hondas. I think he was really praying for rain, but to his disappointment his machine wouldn't start. Maybe Lunde will stick around for a month or so and we'll have a chance to see him perform.

Three-Cylinder TR

When the fourth event went to the line – heavyweight production – again with the LeMans start, sitting back about half-way was one of those new three-cylinder aqua Triumphs. The rider was Butch Langduth, a man who hasn't been seen around here for almost two years. This was probably only the third or fourth road race he has ever competed in.

Langduth had ridden well in the practice session. He said the Triumph seemed to have everything needed to win on a course such as Riverside.

However, with the strong entries for this class, no matter how fast the machine was, it would have to go some to win.

Flat out from the start shot Dave Damron on his little 250cc Suzuki. This was short lived, as James Chen on his 350cc Honda took over the lead on lap two. Chen was able to hold the lead for just two laps as, lo and behold, there came Langduth on the three-cylinder Triumph.

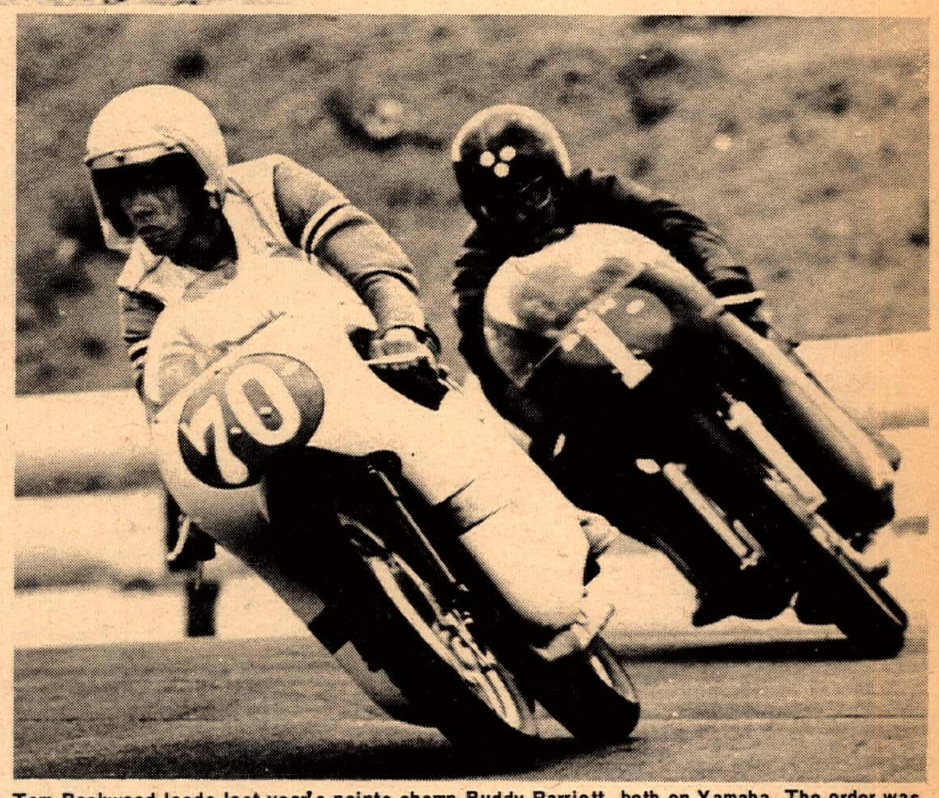
Langduth wasn't to hold it for long because Chen was flying on his Honda. He recaptured the lead again in lap five and held it until lap seven. Then it was a see-saw between Chen and Langduth for the next two laps, Butch finally getting out ahead down the long straightaway to hold the lead, finishing first overall.

In the meantime on the 14th lap, Chen got caught in some traffic. Mike Lane, who was hovering right behind him, slipped by, taking first in the 350cc class. Dave Damron who was running in the leader lap but finished sixth back, was able to capture first in the 250cc class. The day of the 250cc dominance of the heavyweight production class seems to be at an end.

The fifth event was 200cc and 250cc grand prix. In the 250cc grand prix class, Mike Lane from Bakersfield on his Yamaha has dominated the California scene. A fine road racer who hasn't participated for some time – reportedly having been in retirement – Buddy Parriott, also Yamaha-mounted, finished in second spot.

Right behind Parriott came Tom Rockwood and John Buckner. The only other machine that had the pleasure of staying in the leader lap was Don Emde on a Suzuki. First in the 250cc class and back one lap from the leaders was Dave Damron of the Ocelot Team, also Suzuki-mounted.

The final event of the day was for big thumpers – 350cc, 500cc and Open. If you've been following stock car events or saw the Times-Mirror Grand Prix this year at Riverside, you would have seen a familiar motorcycle rider's name – Swede Savage. This weekend at Riverside



Tom Rockwood leads last year's points champ Buddy Parriott, both on Yamaha. The order was reversed later.

Savage was BSA-mounted on one of the new superfast twins.

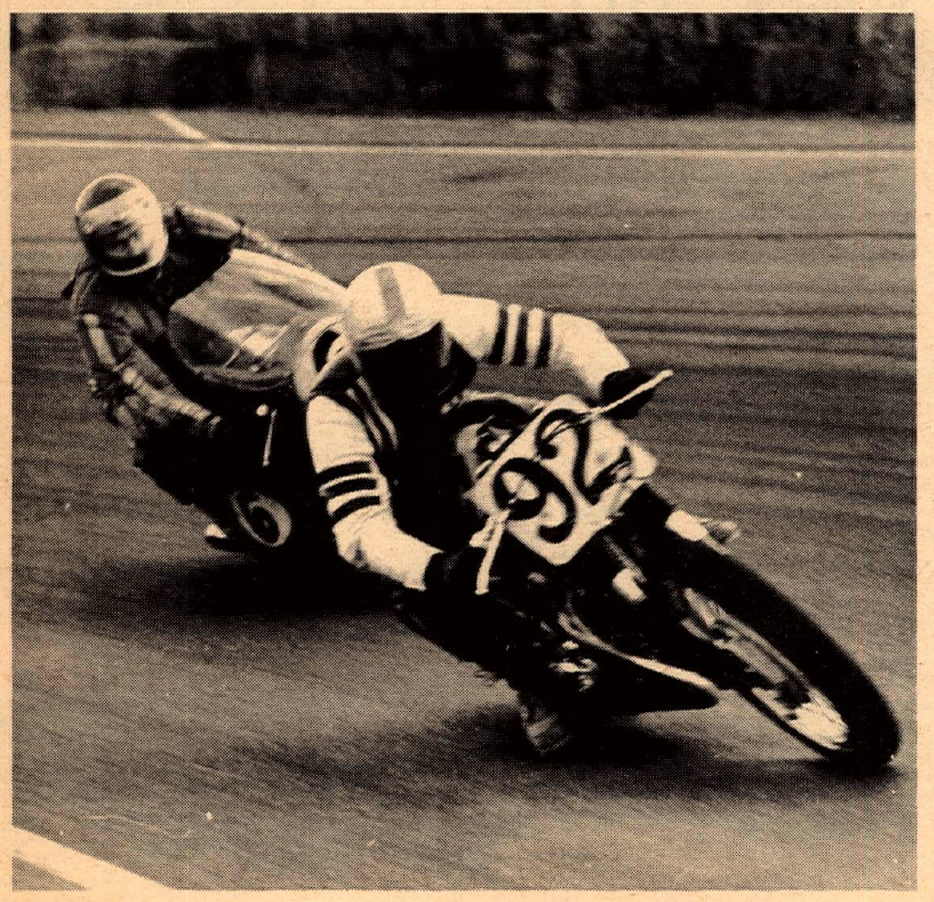
He got off to a good start and led the fifteen lap grand prix event from start to finish. The only one who challenged Savage was an old friend, Eddie Wirth, also on BSA. But Wirth found the pace too fast for him and unloaded very hard on turn nine, destroying a beautiful machine but luckily only scraping a little hide off his hands.

Wirth was able to ride home with his wife in their automobile, but I think he will agree that gloves are a necessity in grand prix racing.

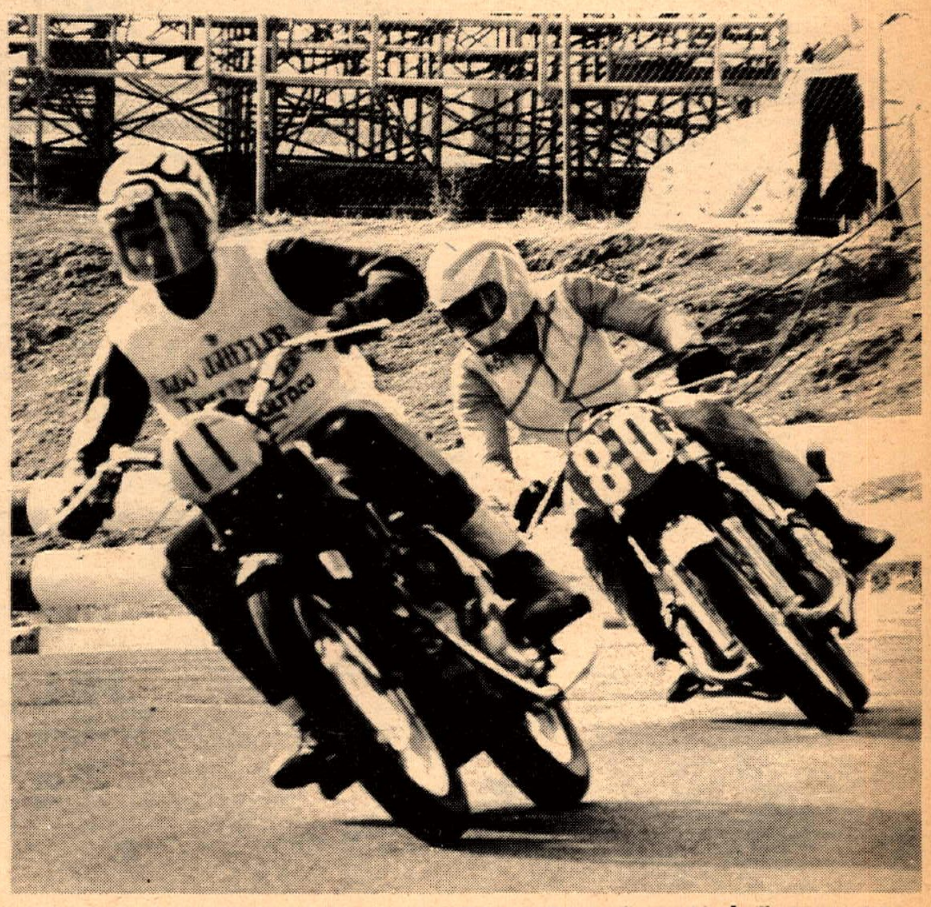
Finishing second overall was Reg Pridmore out of Power Research on his Norton. Right behind was Jerry Winters on that new Harley-Davidson.

First in the 350cc class on the leader lap with the other big machines was Dave Simmonds on his Kawasaki. The only other 350cc on the leader lap was James Chen on a Honda.

(Results on page 26)



Dick Kilgroe on Honda chases Reg Chosney.



That's Butch Landguth winning the open on a Triumph Triple, the machine's first race victory and its first time out. Behind is Mike Lane, winner of the 350cc class. He went almost undefeated this year in his class.

NORTON COMMANDO TEST – *Smooth at 105*

By George Martin

It's been just about a year now since Norton-Villiers announced the new 750 Commando, but this is the first Christmas you can actually buy one over here at your friendly American Norton dealer.

After the company showed its prototype at the big Earle Court motorcycle show in London last year there was a long period of silence, and it has been only recently that Commandos have arrived in the U.S. in any great numbers.

One of the first Commandos in the Eastbay had just 38 miles on its odometer last month when I picked it up at Schleicher motos in East Oakland. More than 300 miles later I brought it back very impressed with its acceleration and speed, charmed by its styling, and saddened that I had to part with it. It had been so nice to have a Commando around the house.

The new Norton is powered by the 750cc overhead valve engine that powers the familiar Norton Atlas. Norton has breathed on the engine a little, I suspect, because the Commando's performance is even more fearsome than the Atlas' hairy chestedness.

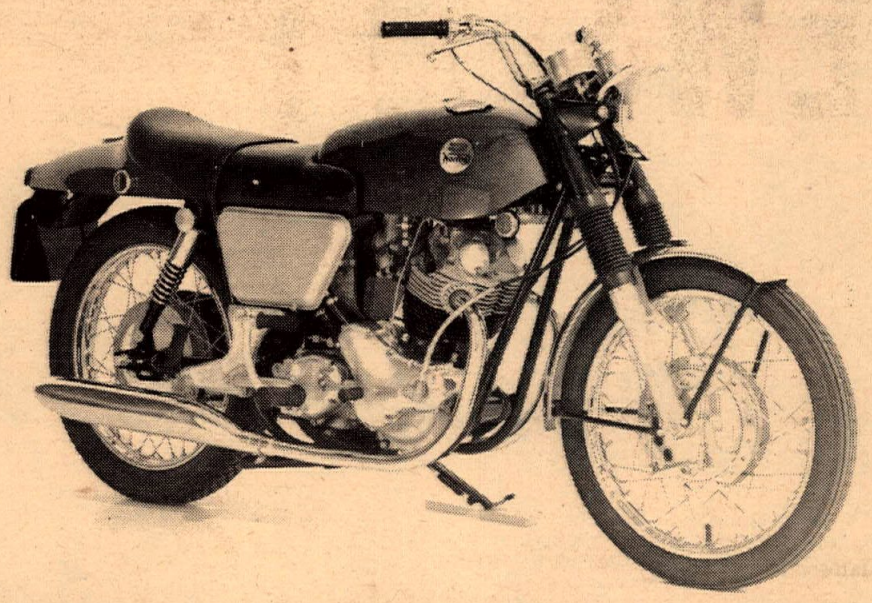
I picked up the Commando early on a Saturday morning, and puttered across the Bay Bridge, through San Francisco and to Marin County. The word "puttered" may be misleading; at a humble 4,000 r.p.m., the Commando putters at about 70 m.p.h.

The first thing you notice about the machine is that it's smooth. Norton-Villiers engineers designed a completely new frame for the Commando.

The engine, transmission and rear swinging arm are locked together in a set of massive engine plates, which are in turn rubber mounted to the main frame. At idle, the machine vibrates like any other parallel twin, but as you get under way the vibration disappears (right at 3,000 r.p.m. on the model I rode) until you could be riding an electric motorcycle for all the vibration you feel.

Chuck Center Stand

In Marin, I turned out the Coast Highway, where defects in handling and braking show up quite rapidly. The Commando has a new twin-leading shoe front brake that appears to mean business, and sports excellent tires, a ribbed Avon Speedmaster Mk II on the front and a racing pattern Avon Grand Prix at the rear.



Alas, the Commando also had a very sturdy and low-hanging center stand, and the first time I peeled off into a bend in my best Cal Rayborn style, a loud graunch from the stand echoed across the valley.

I found the stand grounded on both left and right hand bends, although by hanging off the inboard side on turns you can still get the Commando through a curvy section with quite respectable speed. The bike also has a nice side stand, and if I owned a Commando, I would forthwith pull the center stand off and chuck it into the darkest corner of my basement.

The twin-leading shoe brake is easy to operate and progressive, although I was able to induce brake fade by pushing the bike on a curvy downhill stretch. But Norton-Villiers has anticipated this and installed a large air scoop for the brake, which is covered by a sheet metal plate. In hot weather, or when you've going to be riding hard, you can easily remove the plate and get a nice flow of air through the unit, which should drastically reduce the tendency to fade.

Back home that afternoon I discovered one familiar Norton characteristic which has not changed on the Commando: the left muffler was spotted with burnt oil, which dribbles out of the engine's innards then burns to a golden brown on the muffler.

I had the cycle the weekend of the International Moto-Cross at Santa Cruz, and I had enticed my friend Dale 'Dirt-rider' Sanders away from his entomology lab to ride to the races on his TR-6.

The Norton was still quite tight and a bear to start when cold, but we made it onto the Nimitz Freeway without incident and cruised at 70, with the Norton seemingly just idling. San Jose came and went, and soon we were in the soaring curves of the Santa Cruz mountains, swooping through the icy winter air, smelling the good smells of rain-dampened pavement and pine trees and watching for the occasional wet spots in the road.

The Commando is a marvelously comfortable cruising machine. The handlebars are high for my taste, but that is easily changed. The seat is wide and soft, although just a mite short for maximum two-up comfort.

Inside the flaring fiberglass seat shell is a large tool compartment.

After the moto-cross we split for home. Darkness fell, and the Norton's headlights proved to be superb. It is a 12-volt unit and throws a Cadillac-sized beam down the road. A neat touch is a little green button on the handlebar which actuates the high beam when depressed. This works whether or not the lights is on at the time and is an excellent way to say "hey buddy, move over" when you are overtaking someone at night.

By San Jose, Dale and I were both getting chilled, so we stopped off for a delicious dinner at a little steak house near San Jose State College, then hit the freeway fortified with several cups of coffee.

By then the Norton had 300 miles on it, so I twisted the wick a little and found myself at 90 and gaining.

The tach was only at about 6,000 at that point (there is no red line, but the Commando engine should not be revved over 7,000 except for very brief periods) so 100 and probably 105 or so is easily within reach.

I sure would like to cross the San Rafael Bridge four dead-straight miles over San Francisco Bay on that thing, wide open, sometime. Say Mr. Schleicher, can I borrow your motorcycle again?

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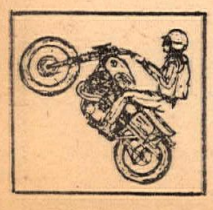

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DAHMS INTERVIEWS BARGER

Angels Paul ("Animal") Hibbits left, and Ralph Sonny Barger as they appeared at helmet law hearings in Sacramento.

By Barbara Adams Dahms

At the frayed end of a long afternoon, a weary California Assembly Committee watched a young man rise from his seat and stride to the lectern. He had long curling hair and a flowing beard. His piercing dark eyes seemed to fill his slender, almost gaunt face. His slight stature was obscured by the fringed suede cutoff emblazoned across the back with a red and silver death's head and the words "HELL'S ANGELS CALIFORNIA" and on the front with a pirate's skull-and-crossbones, a Playboy rabbit, a U.S. Special Services insignia sent to him by a Green Berets unit in Viet Nam and a bar patch saying simply "Pres. Oakland". In his hand he held a manila envelope crammed with facts and statistics gathered by the United Motorcycle Enthusiasts.

Members of the committee who had not previously met him snickered and thumbed their lapels like schoolboys as he and Angel Paul Hibbits approached the testimony platform.

Calm, Factual, Electrifying

In his deep, quiet voice which seems to weigh each work a moment before speaking it, he introduced himself, "I'm Ralph Barger and I'm a professional street rider", and then presented the case for the freedom to choose riding apparel. The effect was electrifying. Throughout his testimony, which was calm, factual and authentic with experience and during the session of questions from the committee which he answered with the same directness, the crowded room was unmoving, unwhispering. The absolute quiet was so rare at a hearing as to be noticeable.

When he finished legislators and press crowded around him. Even those who knew him well were impressed with the incisive, not-a-word-wasted quality of his testimony. A prominent San Francisco legislator told us later, "Your Sonny Barger got you your bill." And in that moment he was indeed "our Sonny Barger". This Hell's Angel President was speaking for the right of every motorcycle rider in California to do his own thing. That this should be so is not surprising when Sonny speaks of motorcycles. "I love motorcycles," he explains. "My life revolves around the motorcycle. Everything we do concerns motorcycles."

The first time they went to the legislature (1967, the first battle of the helmet law) they went on their motorcycles. That was the time they were the first ones there and managed to get the bill postponed until the rest of us could catch up. After the capitol recovered from the shock of seeing some forty color-flying Hell's Angels ride into the sedate seat of government, and after it became apparent that these Hell's Angels were grooving with the power of words, the incident became the high-point of the legislative session and the Hell's Angels were the most popular visitors to reach the capitol in a long time.

For the remainder of the year the corridors were alive with the question, hopefully asked, "Will the Hell's Angels be back?" Wherever we went in the long hours of finishing off the helmet bill, we were told that Sonny Barger was the best witness ever to appear before the committee. When told about this Sonny replied, "I just told them they didn't know what they were talking about. If I'm the best, they must have some pretty stupid people appear before those committees!"

The Legend of Sonny Barger

Of course the people who appear before those committees are far from stupid, often highly respected experts in their fields. But I must say from experience that I never heard a witness tell it like it is quite as simply and forcefully as Sonny Barger did. The legislators who are themselves lawyers, businessmen, educators and professional people, college educated and degreed, recall him with wistful awe. Yet Sonny will tell you readily, "I never got past the ninth grade." And you want to check the records because his natural ability makes it incredible.

Such is the legend of Ralph Barger, Jr., President of the Hell's Angels, Oakland Chapter and in the words of Hunter Thompson and Tom Wolfe, "Maximum Leader of all the Angels." He is a former warehouseman who's been an Angel since he's been old enough to be anything and who's been president for better than ten years. He's an Angel who rides a stock Harley-Davidson Sportster XLCH instead of a chopper because "It doesn't need chopping, it's fine the way it it," and is copied by hundreds of riders. He drives a frequent new car (the current favorite is a Corvette) and lives quietly in the most pleasing house on earth.

His home, uncluttered rustic with brick and ivy-covered entrance is filled with Barger's personality. Books and mementos (he is constantly being given mementos) flank the brick fireplace beneath an open beam ceiling. Many trophies from the drags and roadster shows are on display.

"We're not allowed in any AMA event

(Continued on page 41)

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It's Patrick after Roberts out Dusty Desert Duel cut short

Off after the smoke-bomb go the Amateur-Expert trail bikes.

Story and Photos by Dick Wright

EL MIRAGE DRY LAKE, Cal., Dec. 8 – Iron-man Mike Patrick made it a perfect day by taking the 250cc class on a Yamaha in the morning, and then shutting out everyone in the open expert class on his Norton in the afternoon.

The Prospectors set up two courses of six miles each, with races one hour long. Amateurs and experts would run separately from the novices.

The first race of the day in the amateur-expert class was for trail bikes. Sixty-four riders took off at the drop of the banner, heading for a narrow sandwash about a mile out from the starting line. A series of rocky hoop-de-doos and another narrow sandwash took the course onto a long, dusty trail which led back to the pits.

Terry Clark, #395, riding a Hodaka tuned by his Dad, had built up a good lead by the first lap, followed by Wes Anderson Jr., #4 on a Steen S.S. Hodaka. Clark continued to widen his lead and was able to relax, doing some fantastic wheelies at speed. He kept up his fast pace all the way to the checkered flag, with Anderson and Jack Froelich, #2 on a Bultaco, in close pursuit.

Phil Bowers kept it turned on, was second in the Amateur-Expert class.

Jeff Wright, #76, took first amateur and sixth overall on a Crowell Intensified Hodaka, followed by Randy Classen, #68 on a Hodaka, and Don Reynolds, #56 on a Sachs, taking second and third amateur.

The combined amateur and expert 250's were up next. Mike Patrick took the trail to the right of the sandwash, grabbing an early lead on the Yamaha. The leader on the left-hand trail was Husky-mounted Gary Cole, #5x, accompanied by Danny Kline, #7x, on a Greeves. Patrick won the drag race to the narrow mouth of the sandwash, and then held it on for the full six laps to take the overall win. Phil Bowers, #139x, was second in, also riding a Yamaha.

Mike Patrick, 250cc winner, puts everything into it and keeps his eye on those rocks.

Seventh overall Dick Breker, #597x, was also first amateur. Jim Fitzgerald, #153mx, took second amateur. Both were riding Bultacos.

One way to do it: ride in your own pack of one so you don't eat someone else's dust.

The third and last race on the expert course started at 1 p.m. Mike Patrick grabbed an early lead, just turning that Norton on and handling it like a lightweight through the tight course, to bring it in for his second win of the day. J.N. Roberts was running a close fourth on the first lap, but had to retire from the race with a flat tire, bringing an abrupt halt to the expected duel between he and Patrick.

Steve Kirk, #27, was second on a Montesa, and took the first 500cc expert win, with Ron Fry, #6, following in third on a Husky. Wayne Peterson, #61, was first amateur on a 500 BSA Victor. Chuck Raudman, #893, pulled in on a Triumph for first open amateur.

Endos

Meanwhile, on the novice course, the going was much rougher, as it sported a 100-yard downhill of wall-to-wall black volcanic rock. The novice trail bikes were the first to attempt this obstacle course. The winner, after much cussing and fighting through log jams caused by a few spectacular endos, was Al Benton, #401. Next in line were Earl West, #351, and Ralph McCarthy, #645. All three had ridden Hodakas.

Jack Froelich, rider no. 2, kicks up the good earth on his Little Wolf.

The 250 novices were off next, with the checkered flag going to Larry Burns, #102P on a Husky, after the very rough six laps. John Calvert, #178mx on a Bultaco was second, and Yamaha-mounted Bill Gaines, #980x, was third.

The last race of the day on the novice course was the combined open and 500 class. Ernie Coyne, #177, rode a very clean and consistent race on his Husky, avoiding all the fallen riders on the rock hill to take the overall win. Richard Stanworth, #812, was second on a Triumph.

Nature has dealt the desert riders a cruel blow with persistent drought, as the dust Sunday was the worst that it's ever been to the guys in the back of the pack.

(Results on page 26)

DRAG RACING

By Dan Zeman

Drag Rule Changes

I have been looking over the 1969 AHRA Rule Book and noted quite a few changes. I decided it would be better to re-print the whole motorcycle division out of the book than to try to explain.

Stock Street

Each machine must be exactly in showroom condition as received from the manufacturer when new, with only the following exceptions;

Gearing and carburetor jetting may be changed and air filters removed.

Handle bars are optional but "clip-ons" will not be permitted.

A custom gas tank may be used but it must be of at least two gallons capacity.

Seat, headlight and tail light may be customized but of a manufacturers label that has sold a minimum of 100 copies.

Custom megaphones may be used but baffles must be in place.

Front fender may be "bobbed" or cut, but no further back than one inch in front of forks.

The engine may not be altered in any way and overbore is limited to .045.

Modified

Machines in this division are street machines that have been modified for high performance.

Frames may be modified only in the degree of front end "rake" and a reasonable amount of lightening will be permitted.

Handle bar type is optional and "clip-ons" are allowed.

Forks are optional but they may not be chopped in overall length or altered in travel. Rear shocks may be replaced by solid stiffeners of sufficient gauge and strength for safety.

Front fender and wheel brake are optional but the machine must have a working rear brake and a full rear fender. The rear fender is optional if a road race seat is used.

Frame swaps such as Van Tech or Yetman will be permitted but the units must be designed specifically for the displacement engine used. Custom frames must be produced by a licensed manufacturer and in a quantity of 100 or more.

Gas tank must be of a one gallon minimum capacity and tube tanks are not required.

All bikes must be equipped with a working headlight and taillight, generating system is optional but a total loss ignition will not be permitted.

Engine modifications are unlimited except for a total displacement increase of .045 over the production displacement.

Alloy wheels may be used on both front and rear. No drag slick is permitted but rear tire may be of "cheater" variety with a single tread groove at least 1/16 inch deep on circumference of a production street tire. The rear wheel must be of a standard diameter.

Open exhaust or megaphones will be permitted for four strokes and expansion chambers for two strokes.

Seat must be a firmly attached unit with one inch of padding and at least 12 inches in length. It must be a separate removeable unit. Padding of the frame will not suffice.

Gas and Fuel Division

Any motorcycle engine or engines may be used with any modification permitted. Regardless of total displacement, any twin engine or blown machine will be advanced to the open class.

Frame, forks, suspension and wheelbase may be altered with only the following exceptions: Rigid forks and bicycle wheels are not permitted.

Any machine clocked at better than 140 miles per hour must have both front and rear operating brakes.

Type of tires are optional but the front wheel must have a minimum of 2 inches cross section.

Adequate seating is required to protect rider from rear wheel.

General Bike Regulations

All bikes must have chains covered on the top run, both primary and drive section.

Steering dampeners are required on all bikes with only this exception: machines in the stock division not so equipped by the manufacturer will be considered legal.

All riders of machines that exceed 100 miles per hour must have full leather coverage (i.e.) pants, jacket and gloves. All other riders may ride with only leather jacket and gloves.

All riders must have a certified helmet and unbreakable goggles or face shield. Lace type shoes or boots, or zippered boots are required.

Machines in all divisions with exception of fuel, must use pump gasoline. All fuel/gas lines must be securely wired or clamped at terminals.

Gas and Fuel division bikes must have a rear axel nut ('s) safety wired or secured with a cotter key.

All machines must have a self closing throttle and kill button or ignition switch. Fuel shutoffs must be mounted at the tank outlet ('s).

Any unnecessary equipment such as rear view mirrors, windshields or saddle bags must be removed for competition.

Fairings may be used in all divisions. They must be securely mounted. Street and Modified division entries must be production fairings by a licensed manufacturer, made specifically for street use in quantities of 100 or more.

Grounds For Disqualification

Any alterations made after the original inspection.

Speeding or misuse of the pit area.

Violation of strip rules will be cause for suspension.

You must keep your feet on the pegs at all times after leaving the starting line.

Spinning wheels in the pit area or staging area.

In classes where handle bars are optional, they must measure a minimum of 12 inches from a center line of the steering head.

* * * * * * * * * * * * * * * * * * * *

It seems that some of these rules have loopholes in them. One in particular is the one in Modified Division pertaining to the ignition. Total loss will be legal at Lions.

These rules will go into effect at Lions Drag Strip the first week in March. This will give everyone a chance to change things around if they have to.

For those of you who have comments on these new rules, you may write to me, Dan Zeman at 379 Paseo De Gracia, Redondo Beach, Calif. 90277. Although I didn't write these rules, I would like to have some opinions on them.

Don't forget the four Sundays in February at Lions Drag Strip. There will be a hundred bucks a week for these four weeks. There is more information on this in last week's issue of Cycle News.

In the next issue of Cycle News there will be the AHRA class breakdowns.

AHRA Winter Nationals

January 23 – 26 is the date set for the AHRA WINTER NATIONALS at Beeline Dragway in Phoenix, Arizona. For those of you wishing to try for a record, this will be a good time to do so.

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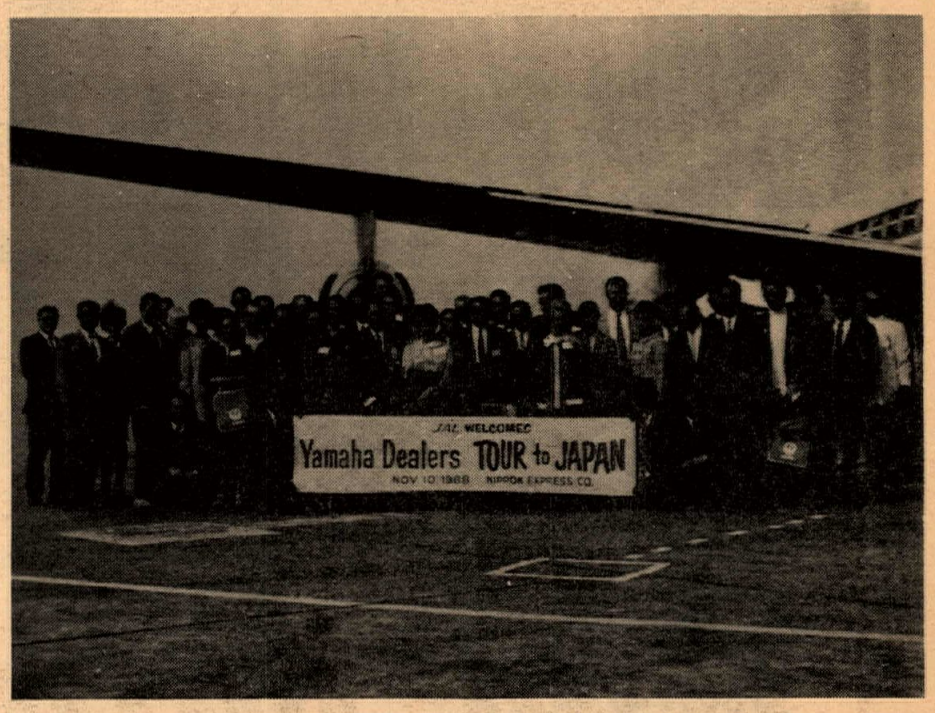

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Besides Tokyo, the group of 38 visited such cities as Numazu, Hakone, Hamamatsu, Kyoto, Toba, Toyohashi, and held over the final day of the tour in Honolulu, Hawaii. Some of the sights included in the tour were: Tokyo's Imperial Palace Plaza; the Meiji Shrine, Outer Garden and sports complex; the main Yamaha Assembly factory in Hamamatsu; and the Golden Pavilion Temple and Heian Shrine in Kyoto.

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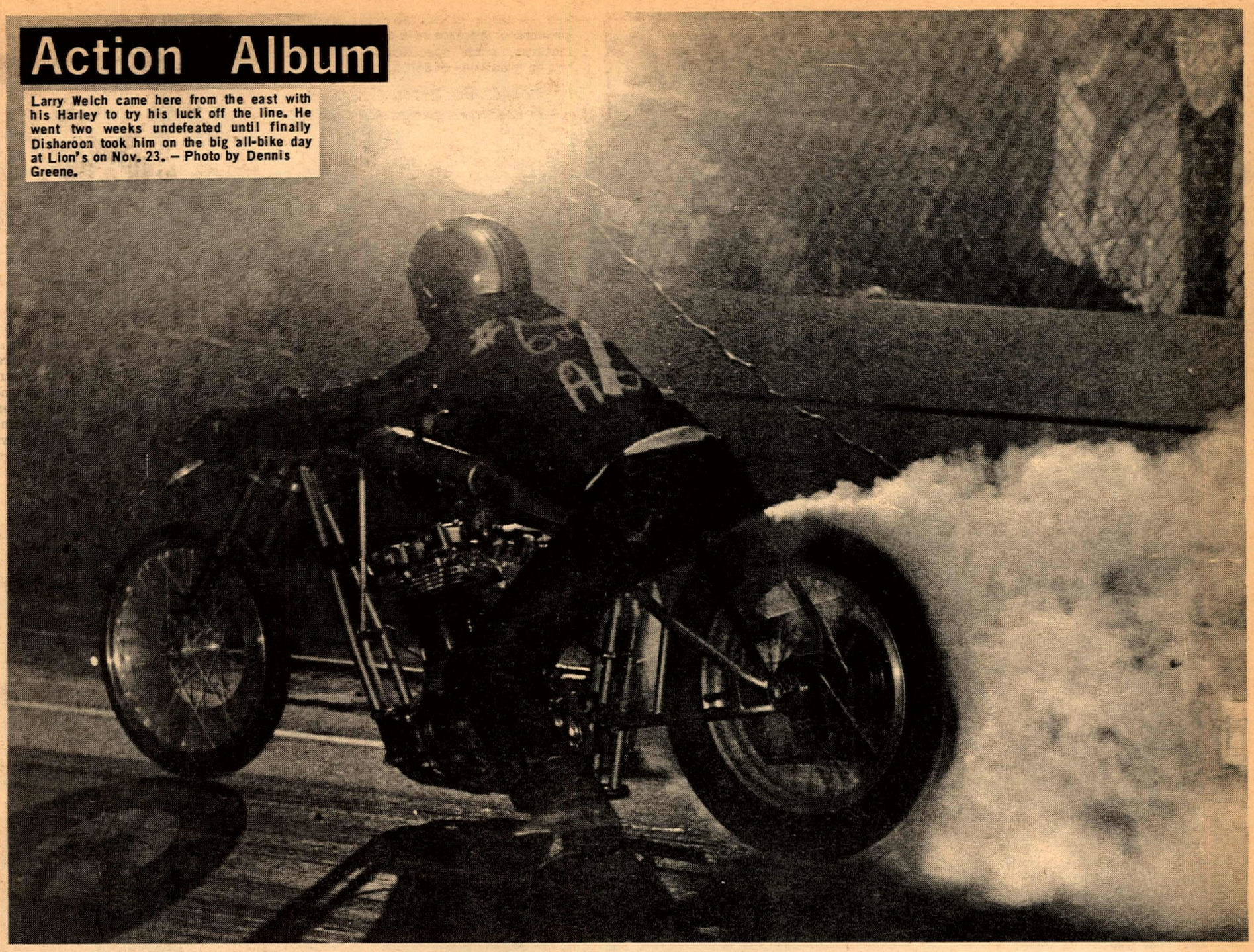

Larry Welch came here from the east with his Harley to try his luck off the line. He went two weeks undefeated until finally Disharoon took him on the big all-bike day at Lion's on Nov. 23. — Photo by Dennis Greene.

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United Motorcycle Enthusiasts Report

Legislative Notebook

By Barbara Adams Dahms

Another year is swirling down the drain and it has been a pretty significant year motorcycle-wise. In legislation alone the motorcycle has taken an unusual and disproportionate share of the spotlight. Almost every state has passed some sort of motorcycle legislation in the last two years. (Most state legislatures meet only once every two years.) California alone, among the major states, refused to pass mandatory helmet requirements.

Safety and The Law

The UME was on the scene throughout the session as it intends to be throughout the sessions to come, to work with the legislature and inform them of our needs and the good reasons supporting our needs. This year we helped them see that helmets and eye cover were an individual choice. Next year we plan to work for legislation to protect the cyclist from the rest of the world, as in the case of the unmarked neckbreakers which have already taken too many lives.

The UME has also actively participated with other groups in the encouragement of rider training classes and the inclusion of motorcycle awareness in automobile driver training programs. We, too, believe that the best ways to increase motorcycle safety and reduce restrictive legislation are better-trained riders, cycle conscious auto drivers and increased safety consciousness among all road users.

Public Land For Us

Another crucial issue which is in the offing is the assignment of rights to public land. National Forests, National and State Parks, Local Parks and Undesignated Public Land are having increased demands placed upon them by various segments of the population. Motorcyclits want only our fair share but it is going to require a great deal of work if we are to obtain it.

There will be in addition, the usual watchdogging of proposed legislation to see what they have in mind to do to us. There may still be more helmet bills proposed. You never have a bill counted out until the session is over and each new session brings the whole battle to life again. With yearly sessions we have approximately six months a year to take care of one set of problems and six months to prepare for the next.

Unity and Cooperation

But the most important accomplishment of the last two years was the cooperation between groups that produced the victory. Motorcycling has learned the important lesson that we make it better together than apart. We have gone the hardest mile toward achievement. The helmet battle found the manufacturers and dealers, represented by the California Motorcycle Safety Council, the outlaws, represented by the Hell's Angels, and the rest of us represented by the UME actively working together to save us all. It was this unanimity as much as our evidence which convinced the Legislature that we knew what was right for us. Even individual riders took the time and effort to come to Sacramento and reinforce our case before the Committee.

This was democracy in action in its finest sense. And they heard us. You can believe they heard us. They know we are here and they know we are a cohesive group that gets together for mutual benefit. And they will know that whatever they try to do in the future we are going to be there to tell it like it is.

Competition is a fine thing. It is exciting on the track and good reading in the results. But cooperation is what makes it in Sacramento. We need the cooperation of every motorcycle rider in the state. As long as we continue to cooperate California will continue to be that different state in which motorcycle riders have freedom.

Editorial

By Chuck Clayton

It's Cycle News vacation time again, motorcycle fans, and so with this we say "heigh ho!" for two weeks. We hope that this record 48-page holiday issue tides you over until January 18, 1969 when your next scheduled edition of Cycle News arrives. And now, it's time to look over what was, is, and perhaps will be.

You may note some interesting trends that are highlighted by the contents of this issue. Already it looks like 1969 is destined to be a year of great progress and growth for the motorcycle movement. For example, the minibike has arrived in the nick of time to save the lightweight market from oblivion.

PREDICTION: Minibike enthusiasts will soon be facing the same problems of safety and public relations that the motorcycle has.

RESOLUTION: I resolve to use the motorcycle experience to head off some of the easily-foreseen pitfalls of the minibike movement, by trying to ally the minibike manufacturers and importers with the seasoned heads of motorcycling in the MS&ATA national trade association.

Speedway and moto-cross have imported a brand of professionalism that gives American racers a new high standard to aim for. At the same time the visits of Ivan Mauger, Barry Briggs, Joel Robert, Adolf Weil, Torleif Hansen, Christer Hammargren, Marcel Wiertz and their buddies to these shores have proved that International stars attract spectators to new kinds of motorcycle racing.

PREDICTION: Professional racing will leap out of the Class C bag in 1969 as Class A speedway and Moto-cross circuits are established and American stars gain a reputation with the general public. AMA professional racing will take the lead with higher purses and improved promotion.

RESOLUTION: To encourage bona fide attempts to stage real professional races of any type around the country.

Legislation against motorcycles abated in 1968, mainly because motorcycle enthusiasts found out, and then told their legislators the true facts about motorcycle riding.

PREDICTION In 1969 there will be new, more subtle attempts to discredit the motorcycle and take away riders' rights.

RESOLUTION: To defend motorcycling's rights to equal treatment under the law and fight against restrictions that are already enacted.

In 1968 the American Motorcycle Association took a giant step toward democracy with the creation of the elected Competition Congress. But it still left the Administration of Congress-enacted rules to one man, the Executive Director. He has abused his power by punishing some members of the Competition Congress who seek to advance motorcycling outside of the AMA.

PREDICTION: 1969 will see a further hardening of the AMA policy until anti-trust action is threatened by the U.S. government. Then the Eichmann plea, "I was only doing my job" will echo from Columbus, Ohio.

RESOLUTION: Not to say I told you so.

Cycle News grew to over one million circulation in 1968 (that's annually) thanks to lots of people. We added an eastern edition, State Cycle News out of Amherst, Ohio which is doing the same job for the eastern states that this newspaper does for the west. We have grown to this issue's staggering 48 page size, the equivalent of a 96 page magazine, complete with 4-color pictures, and all produced and mailed within a week! How do we do it, you may well ask? We'll think about that question while we're on vacation.

PREDICTION: Cycle News will not be published for the next two weeks. Meanwhile, its staff will be merely riding bikes to their heart's content.

RESOLUTION: Cycle News will be back with its first issue of the new year and all subscribers will get their copies by Friday. Plus, there'll be more 4-color pictures in 1969.

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By 1967, the Hodaka was the National Trailbike Champion. And again, in 1968. Some events have been so overpowered by Hodakas that even we begin to blush. (In a particular California scrambles event, 54 of the 74 finishers were riding Hodakas).

Even the 1968 100cc Daytona Roadrace Classic was won on a Hodaka. Not bad for a trailbike.

There's a good reason for all this success. A simple one. Because Hodaka is simplicity itself. And we intend to keep it that way.

Hodaka comes in one model. One size. One color. We concentrate on it. We test and retest. The Hodaka has been improved 131 different ways since it was first designed, yet looks basically the same. And most of these improvements can be bolted on earlier units. Just one reason why Hodaka has one of the highest resale values in the industry. And parts and accessories are readily available.

There are many other reasons for owning a Hodaka. But you'll have to ride one to find them out.

So why wait? Put a Hodaka under your tree this Christmas. It'll give you pleasure for years to come.

(And if there's already a Hodaka or two in the family, check your dealer's shelves for that perfect accessory gift item).

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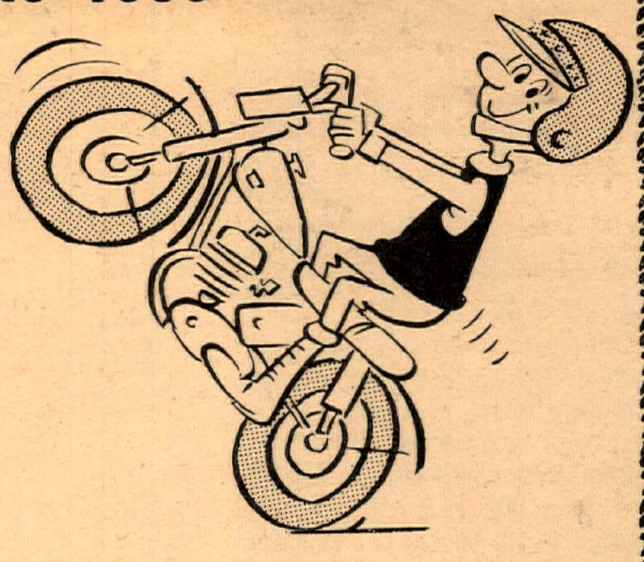

Merry Christmas

Happy New Year

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POET'S CORNER

TRAIL BIKE RIDERS

By Mary Jane Van Fleet

I'm not sayin' any of 'em look like a bum
but look at the rags, filth and the scum

rags and tatters, flotsam and jetsam
grimy dirty, gamey and then some

but happy as larks with a trail to follow
come back thirsty and feelin' all hollow

follow the leader up the hill
helpin' each other when they take a spill

breathin' air clear as crystal
bike underneath you hot as a pistol

it's single file with that nutty parade
switchback tail, lower gear downgrade

peelin' rubber, burnin' oil
fightin' rocks is plenty of toil

loosened bolts they don't condone, or,
that fork in the road may be your own

over the handlebars; that poor old fellow
bumps and bruises don't make us mellow

sand in the teeth, you're eatin' dust
up that rocky mess before you bust

give' er the gas, open up the throttle
your tired old bones you won't coddle

sit up straight so you won't look so tired
only grimy dirty and all perspired

go into a slide, then over a cliff
pick up your bones all achin' and stiff

dab some mud in the cuts to stop all the bleedin'
a trail ridin' doctor is what this bunch is needin'

slip and slide in the dirt, clear to the top
over it now, Lord, it's all one big rock

watch out bears, here they come
return to camp with the settin' sun

an icy beer to slake your thirst
then munch some bread and liverwurst

then load up the bikes and head for home
see you next trip, it's the end of the poem

FRIENDS OF THE ROAD

By Ray Hornick

Together in the open,
With folks who love to feel
The almost human energy
of the swift revolving wheel,
Just to feel the pulse of nature
And relax from the galling load
Of the cares and strains of workdays
Among comrades of the road.
There's a strong fraternal feeling
There's humanity, one might say,
And pomp and pride are laid aside
When the cycles lead the way.

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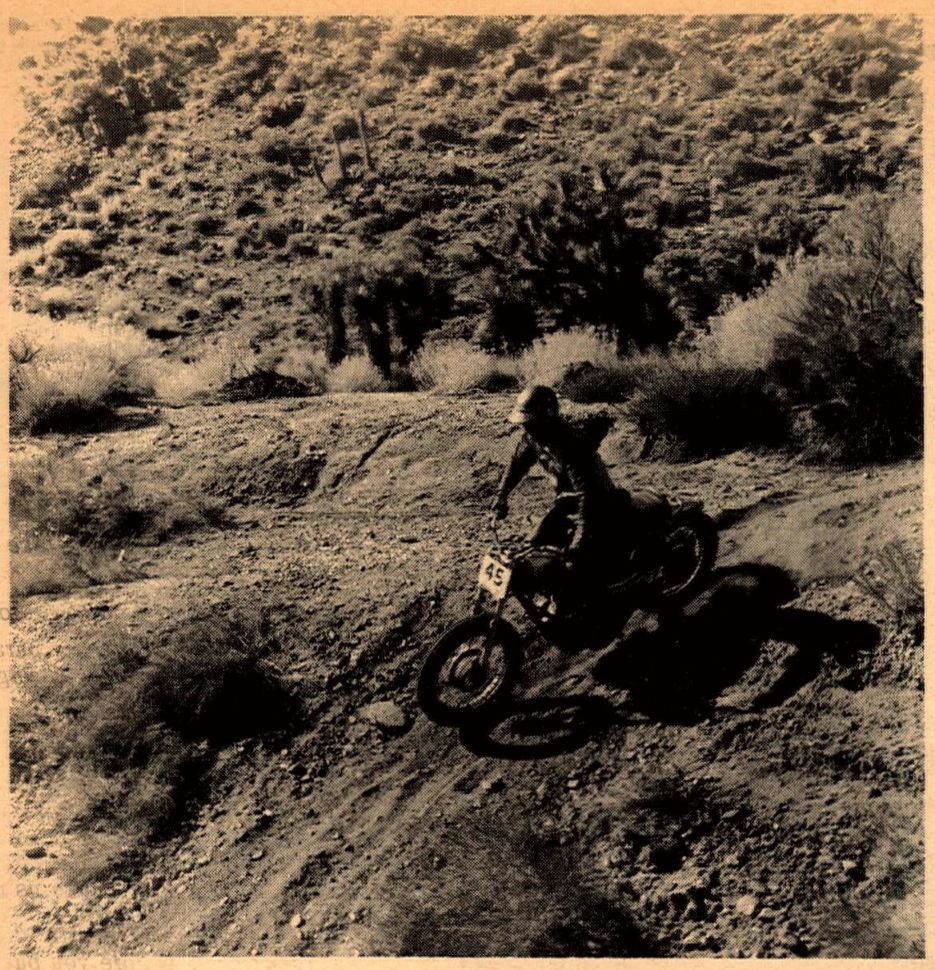

Hare Scrambles Champ is - That's Right - J.N. Roberts

Story and Photos by Dick Wright

KRAMER CORNERS, Cal., Dec. 15– J.N. Roberts, #2, takes the California Hare Scrambles Championship in one hour and forty minutes, mounted on his Tracy's-tuned Husky.

Everyone did a rain dance Saturday night, but with no results; so Sunday morning 432 riders had to eat dust. The combined Open and 250cc riders had two 45-mile loops, the 100cc Class three 18-mile-loops on separate courses.

The big bike course was mostly open, sandy trails, with a few long and deep sandwashes on the way back to the pits. As the race progressed, there were a lot of riders who blew their bikes in the sandwashes, trying to hit that top speed in fourth gear and ending up with blown rings.

Bill Friant, #24x, had a good lead at the smoke bomb, followed by Phil Bowers, #139x, and Roberts. Friant was still holding the lead coming through the pits but dropped a chain ten miles out, allowing Roberts to move into the front spot. He held it to the finish to take the win.

Phil Bowers was second on his Yamaha. Larry Pfutzeureter, #807, took first amateur on a 250cc Bultaco, running sixth overall. Steve Holladay, #714 on a Husky was next across the line, taking first 500cc amateur. First novice gold went to Rick Stanworth, #812, on a Triumph. He finished eleventh overall.

Fifth Gear

The Trail Bike course was really a hard grind, with two long fifth gear sandwashes, a couple of dusty fire roads and a straight downhill that was a real breath-taker.

Wes Anderson Jr., #4, and Jack Morgan, #1, were wheel-to-wheel at the smoke bomb but Morgan had taken command by the end of the first lap and held it to take the win.

Anderson was second, followed by Terry Clark, #395, and Wayne Ragland, #515, who took first amateur. The next man over the line was Frank Morgan, #6, and in hot pursuit was Jeff Wright, #76, taking second amateur.

(Results on page 26)

Terry Clark, trail bike Amateur-Expert winner, is on his feet up a grade. BELOW: Down, but on his way up after a crash.

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Litch Cont. from Page 3

will be changed more than 50% over what it used to be – to give all early birds an equal shot at the win and the prize money. The novice course will also be changed.

This is the first AMA point scoring event of the new season. Novices that want to make amateur will have a chance to get a run on the points. The same for amateurs that want to advance to expert.

What about the experts? Well, the new design will be used for the entire season and the next TT on the course will be just one week before the $10,000 national TT at the Houston Astrodome in February. This means that a rider can ride in January, pass the February event and still know what the score is for the annual 100 lapper the first Sunday in March.

Glory From The Stands

If a rider finds it impossible to get his license in time, there still is no reason to stay home. Then he can back up a brother by paying $2.50 at the front gate and watching from the stands. Roll call will be taken and all non-riding racers on hand will be given a special mention over the P.A. system.

For all actual entries an added bonus is the "Wheelie" contest. This is open to entrants only and the winner will receive a $200.00 King-o-Lawn Minibike, donated by Long Beach Honda.

Why all the big whoop-de-do about Clyde? A lot of riders get hurt at Ascot but most walk away or are out of the hospital before the insurance money runs out.

The money for Clyde ran out long ago and his family is now looking forward to paying close to $200.00 per day in medical bills. If you need an added reason, his wife is going to have a baby at any time, maybe by the time you read this.

Take a look at the other side of the coin. Clyde was one of the top novice and amateur racers a few years back. Many people spoke highly of him then and said there were big things in store for him as an expert. An unfortunate non-racing accident cancelled that out until this season.

Litch did not set the world on fire this past season but he was one of the most consistent main event riders week after week.

Sidehacks Too!

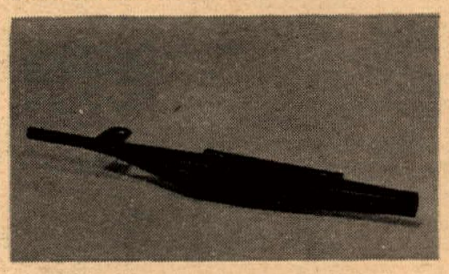
There is only one way all of us connected and interested in racing can help out. Be at Ascot Park on the afternoon of New Years Day.

There is a fast growing list of riders, both new and old, that have already indicated they will be on hand. The same with a lot of long-time fans. The new design for the TT track is worth the admission, as it will put new zing into local racing. And remember the spectacular sidehacks? They'll be there.

Don't overlook the fact that this event will also be the first time for many new amateurs on big bikes and the first time for many hotshot amateurs moving up to the expert class. New tracks and new faces make for new winners. Gates open at Noon on New Years – bring your hangover with you, and a portable radio if you want to follow the football game.

Further information can be obtained by contacting CYCLE NEWS.

NEW SACHS EXPANSION CHAMBER



Anyone serious enough about dirt riding to buy a Sachs motorcycle should be interested in this accessory expansion chamber for the Sachs 100 and 125 Enduro and Cross Country models. The new exhaust system conforms to the same design found on the Sachs factory's Moto-cross racing models. The same chamber is used on both the 100 and 125 models. Powers with this expansion chamber remains extremely broad, with a noticeable increase throughout the entire power band. The price for this chamber is $32.95, from Cycle Sport Distributors, 6029 Market St., Oakland, California 94608.

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column.
–The Publishers.

Well, we have had the opportunity to write this column again for the last few months of the 1968 season, and we have received many comments, both good and bas, as was to be expected. On a little philosphical note at the end of the year, the main purpose in writing this column is two-fold.

One, to try to inform you about some of the changes which are taking place in international motorcycling which may have an effect in the future on the American motorcycling competitors. The second, and probably the most important reason, is to stimulate thought concerning problems confronting the motorcyclist.

Issues discussed and rediscussed can only lead to better understanding. Many people have stated that some of my articles have been very controversial and that I have a tendency to stir people up. If this is so then I think these articles and the time spent on them is well worth the effort.

Motorcycling has come a long way and still has a long way to go, as does many of the other sports and businesses, and if we can do our part to get people to think about the problems, then we have contributed a great deal.

I hope each of you has a happy holiday season and will find 1969 full of many enjoyable experiences.

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Let's not forget that "big bike" power! The five-speed 100cc Hodaka engine accelerates this lightweight from 0 to 50 faster than some 650's that cost $1000.00 more. Gary liked that very much.

It takes a lot of mini to please a motorcycle champion. That's why some features of our BC1500SH are now being built into the rest of our line. So you can hardly call them minibikes anymore.

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THE HOT LINE

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Learn to Ride at WVOC

By Barbara A. Dahms

The sixth course in Motorcycle Rider Training will begin at West Valley Occupational Center, January 11th. Registration is open now and during Christmas vacation at the school, 6200 Winnetka Ave., Woodland Hills (Telephone 346-3540).

These classes are designed for the completely beginning rider, yet every session has seen several experienced riders enrolled in the course to fill any gaps their training may have missed.

A majority of the students at each session have purchased motorcycles during the course or immediately after completion.

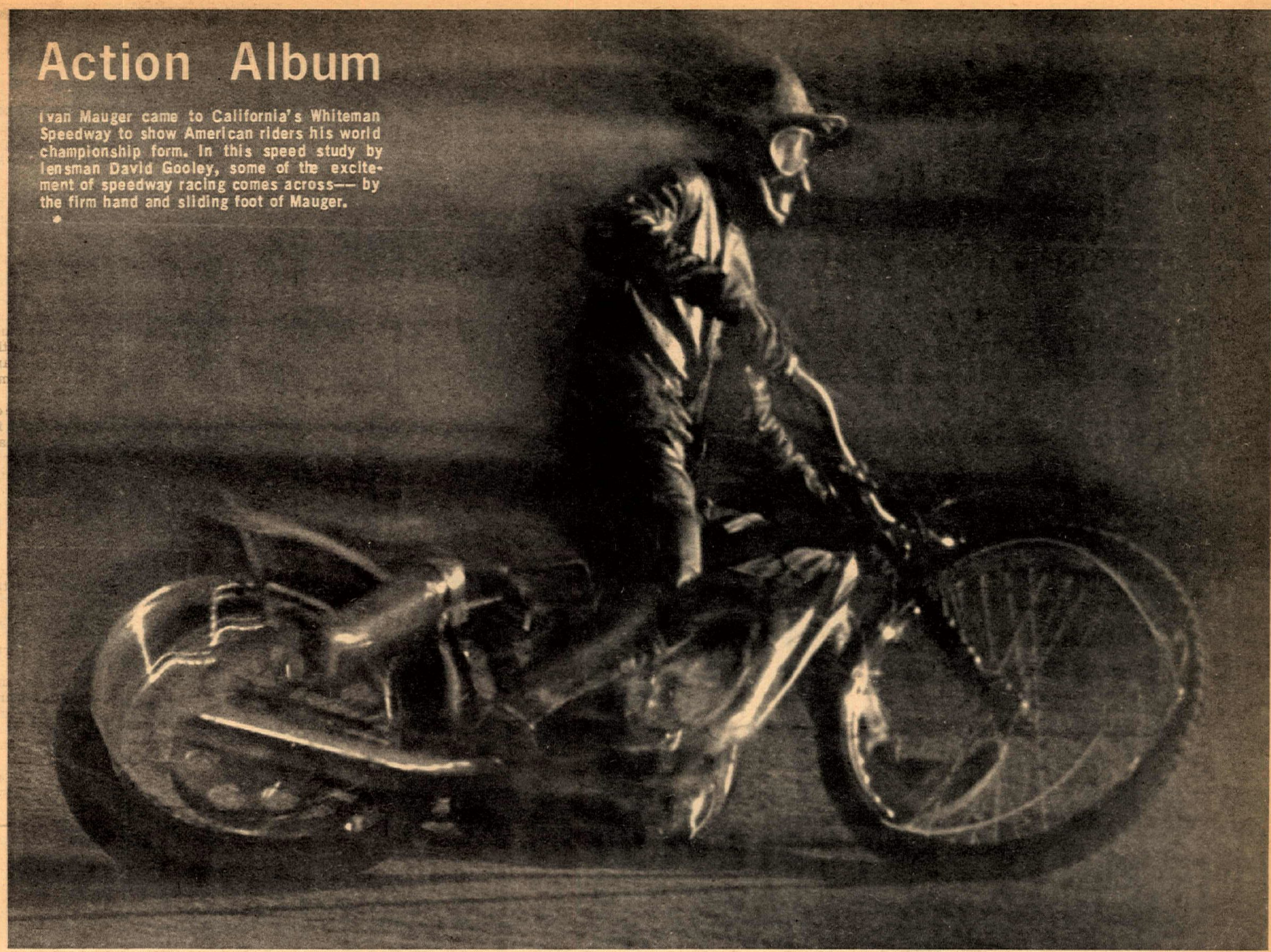
The course is ably taught by Jack Burgan and Dale Martin. Mr. Burgan is a long time instructor of driver education and driver training. He is presently in charge of a Driver Trainer Unit with the Los Angeles City Schools. This unit includes five 5-day-a-week teachers and ten Saturday teachers and uses the simulator, as well as on-the-street driver training. In addition he is a Swimming Pool Manager for the City of Los Angeles and has taught water safety and swimming since he was a high school senior. He has taught with the YMCA, City of Glendale and the City of Los Angeles schools.

Mr. Martin who also teaches the unique Motorcycle Repair Class at West Valley Occupational Center which draws students from all over the U.S., is a lifelong member of the motorcycle world. His father was one of the first motorcycle dealers in the San Fernando Valley (Triumph of Burbank). He has ridden almost every form of competition and was the 1963 season #3 in the Lightweight Scrambles class. He has specialized in the technical part of the motorcycle field and was with the Triumph Service Department working with dealer problems and preparation of racing machines.

The class in motorcycle rider training includes theory, discussion and films and actual on-the-bike practice. It is an enjoyable as well as informative way to spend a half-dozen Saturday mornings. Motorcycles are supplied for students through the California Motorcycle Safety Council. If you know someone who would like to learn to ride safely, this is the place.

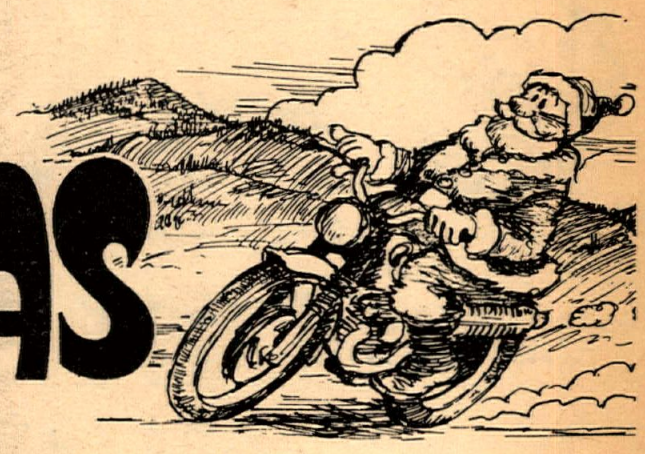
Action Album

Ivan Mauger came to California's Whiteman Speedway to show American riders his world championship form. In this speed study by lensman David Gooley, some of the excitement of speedway racing comes across— by the firm hand and sliding foot of Mauger.



Make it a REAL

MERRY CHRISTMAS



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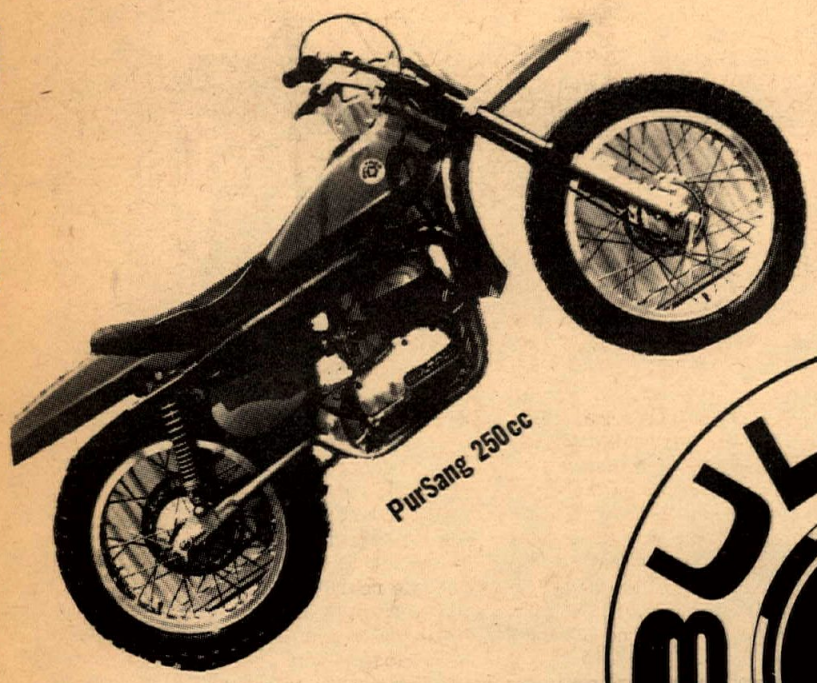

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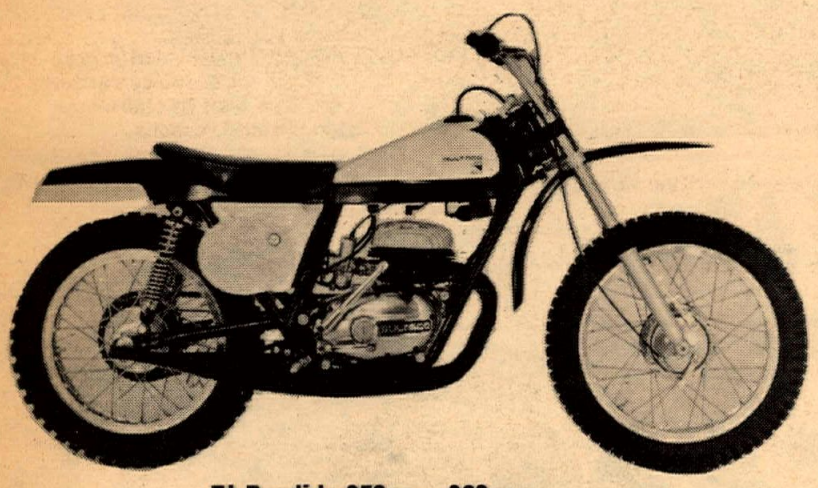
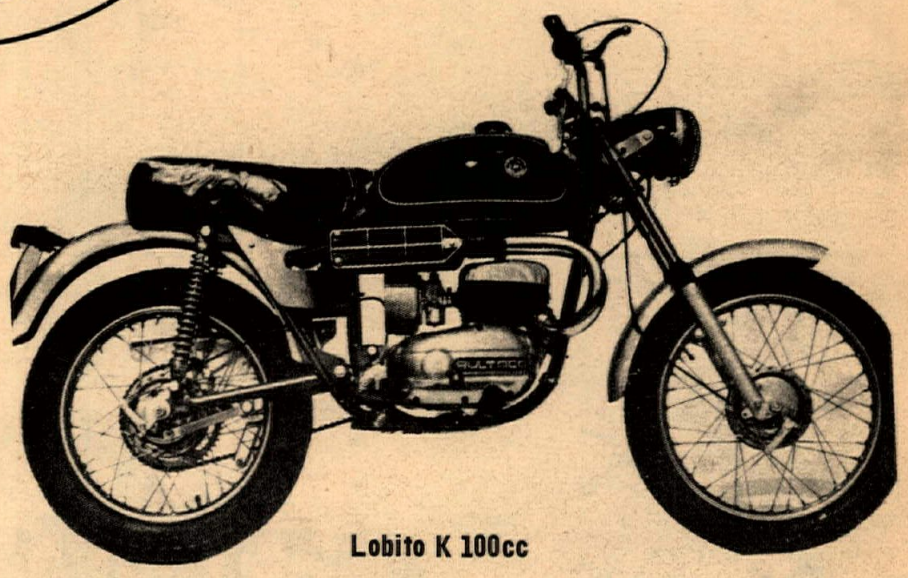


El Bandido 350cc – 360cc



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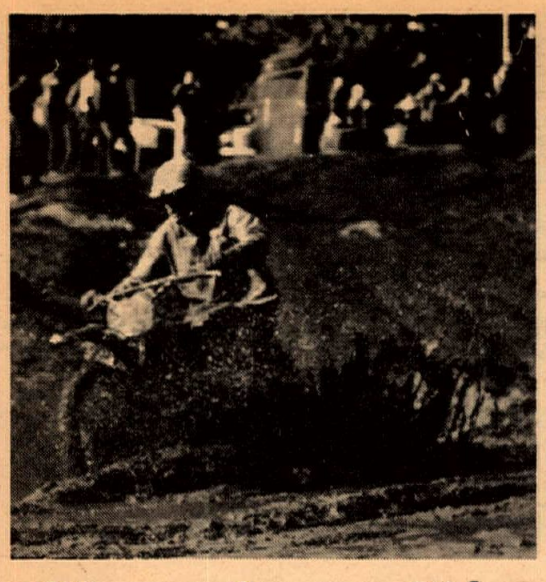

LEFT: 250cc expert Mike Akatiff (Yamaha) sloshes along. MIDDLE: The 100cc novices try out the puddles. RIGHT: Expert Bob Hagar, on a 360cc CZ romping to 500cc win.

Wagner Sweeps Ridgerunner Mudder

Story and Photos by Dale Ivan

SANTA CRUZ, Cal., Dec. 1 – The Ridgerunners hosted another Moto-cross at De Lavega park in cold, rainy weather. Practice got underway right on time but many of these riders were soon slowed down as they tried to negotiate the course.

Things got back to normal after practice, when the track was re-routed around the worst part.

The combined 100cc novice, amateur and expert motos were interesting to watch, seeing how fast the novices were against the amateurs and experts.

Jack Jensen (MB) pulled off the amateur and expert win in the first moto. In the second and third motos a duel was waged between amateur John Brown (MB) and super-fast novice Kermit Knoffler. Brown took the lead in the late laps and went on to win the amateur class. Knoffler emerged champion of the novice class followed by local residents Sammy Taylor Jr. and Frank Sherill.

The 250 novice class was dominated by Ridgerunner Bob Bowers and his Husky. Bowers (pre-race favorite), unloaded in the first moto but was able to charge from the rear to finish well up in the standings. Events number two and three he won easily, quickly grabbing the lead and pulling away. Husqvarna machines went on to sweep the event, taking the first four places.

Amateur Dave Caldwell won the first 250 amateur and expert moto, and the amateur class. Expert Mike Akatiff (Yam.) won the first expert moto behind Caldwell. The second moto found expert Steve Muscatell charging from a distant fourth to the lead. Allen Kenyon placed second behind Muscatell. Amateur Caldwell once again placed first amateur.

And in the third moto, expert Steve Muscatell again came out of nowhere to take over the win. The third 250 amateur moto was won by local shop owner Bud Gibson aboard his Greeves. Bud rode part way with a collapsed front wheel.

Walt Wagner won all three of the open novice motos. In the first two Wagner worked his way up from the middle of the pack. He really put on a show in the third, coming from dead last.

The 500cc amateur and expert class was a closed event with local club member Bob Hagar (CZ) winning all three motos. Darrel Courtright riding a Sprite took home the brass as first amateur.

(Results on page 26)

ROEHR RE-BUYS VAN TECH

Van Tech victories have been sensational during the past several months. Here are but a few: United States Grand Prix, 100cc, Tom Howard; A.C.A. Point Leader and AFM 100cc road racing point champion, Tom Howard; 12 in a row for Gary Bailey at South Gate.

Roehr Bros. Inc., of Burbank, California, have repurchased the famous American manufactured Van Tech line.

Major breakthroughs in research and development and in modern manufacturing techniques, along with the expansion of the Van Tech line, make the Van Tech acquisition by Roehr Bros of major benefit to their enthusiastic customers.

Bill Van Tech, recognized world-wide in motorcycle engineering, will continue to be a consultant in the new Van Tech program. Technical and practical ideas abound in his mind. Bill is a graduate engineer. Motorcycles have been his hobby since high school days and his business now for many years.

Van Tech frames and related accessories are now available for the Honda S-90, CL90, and CT-90; Yamaha 60, 80, 100 Twin, 100 Single and 125 Twin; Suzuki 80, 100 and 120; Kawasaki 85, 100, and 120; Bridgestone 90 and 100; Hodaka 90 and 100; Zundapp 100; Moto Beta 100; Bridgestone 175, Kawasaki 175, Yamaha 180, and other two-strokes of similar displacement.

Forks In February

Front forks engineered and manufactured in the U.S.A. have been needed for a long time. February is the date that Roehr Bros, will begin shipping 125cc size Van Tech maximum performance telescopic front forks. Besides being competitively priced and having immediate parts availability, the Van Tech forks have characteristics that have not before been offered.

Write for the latest information to Roehr Bros., Inc., 317 N. Victory Blvd., Burbank, California 91502 or call 213 (842-4847). The company specializes in answering rider-builders' questions, so don't hesitate to let them help you solve your competition requirements.

6 of 190 Finish Wet 50-Miler —'Seabiscuits' Verbiscio Wins—

By George Schaffer

CHINA CAMP, Cal., Dec. 1 – A total of 190 riders started Marin County M.C. 50-mile race but when the overall winner, Bill Verbiscio on a 250 Yamaha, finished the ten laps only 22 riders were still competing. Of the 22 only six finished all ten laps.

The high rate of attrition was due to slippery mud caused by rain the previous day. Although there wasn't actually any water on the course, it was a problem going up or down hills. Most riders exhausted themselves both by pushing their motors uphill and by struggling to keep them upright going down.

This narrow and quite challenging descent will be left out of future races. It was called the tree trail by club members, for all too obvious reasons.

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It's late in the day and almost all the spectators have left. Here's the open novice class shooting out.

Aldana, Jones in Come-from-Behind Perris Wins

PERRIS, Cal., Dec. 15– The Lightweights M.C. hosted a non-championship "championship" TT Scrambles for District 37. The AMA no longer allows championship races but they changed the ruling in mid-year. The name stuck.

With the season near an end and the points closer than ever, Perris was the scene of ride-all-out fever. After the lightweights, the ambulance was out for one hour. The time was filled with stunt man Kenny Brown doing assorted wheelies, jumps, spinning donuts, riding backwards and topping it all off by a first time ever, sliding along behind (on dirt) ride.

In the experts Steve Scott (Bul) took the first 250cc heat. Dave Aldana took the second followed by two more of his Ossa associates.

The start of the 250 expert main seemed routine enough, but as they turned around the rock Dave Aldana slid out. Don Carlton (Ossa) grabbed the lead followed by Ted Longwith (Ossa) and Larry Taylor (Bul).

This put Aldana last with 11 experts to chase. The rest is history, Aldana in five laps picked 'em off in ones, twos and threes. In the last turn around the rock he got under Dan Carlton.

The other lightweight races saw Sandy Armstrong (Yam) out-distancing Loyal Penn (Yam) in the 250 amateur. Tony Hochgersang on a Pursang led the 250 novice wire to wire.

The 200 amateur/expert battle saw Andy Skeel (Tri) come off with the checkered. There was a battle for second Penn holding off Bob Hardison.

The 175 amateur/expert turned into a wild free-for-all with Dan Hockie (Ossa) chasing Steve Bast (Bul) all the way. Bast made no mistakes and took the win.

The 100 expert saw Dan Hockie in front– this time on a Hodaka– with Gary Scott (VT Hod) giving chase.

Troy McKee (Hod) took the 100 amateur main as Andy Skeel (Hon) held on for second. The 100 novice went to Doug Mason (Kaw) who out-distanced John Freis (Bri). Paul Lambert and Steve Nichols, both riding K&N Yamahas, took the 50 novice and expert classes.

The Maico carries Jim McClurg into the air. He won the 500cc Amateur.

Eulene Long (Hod) won all three motos in the Powder Puff. Eulene says he's out to get, Debbie Seldon, the girl flyer from Tacoma, Wash. next week as Debbie will be on hand for the last point run of the year.

Ex-Champs Battle

The 350/500 expert main saw Chuck Minert grab the lead. John Rice moved his Honda in behind to set up what everyone thought would be a battle of the long time scramblers champions.

Not too many saw the young upstart Gary Jones (BSA) working his way up through traffic after a bad start. Next thing Rice knew he was third and Minerts victory was no longer assured.

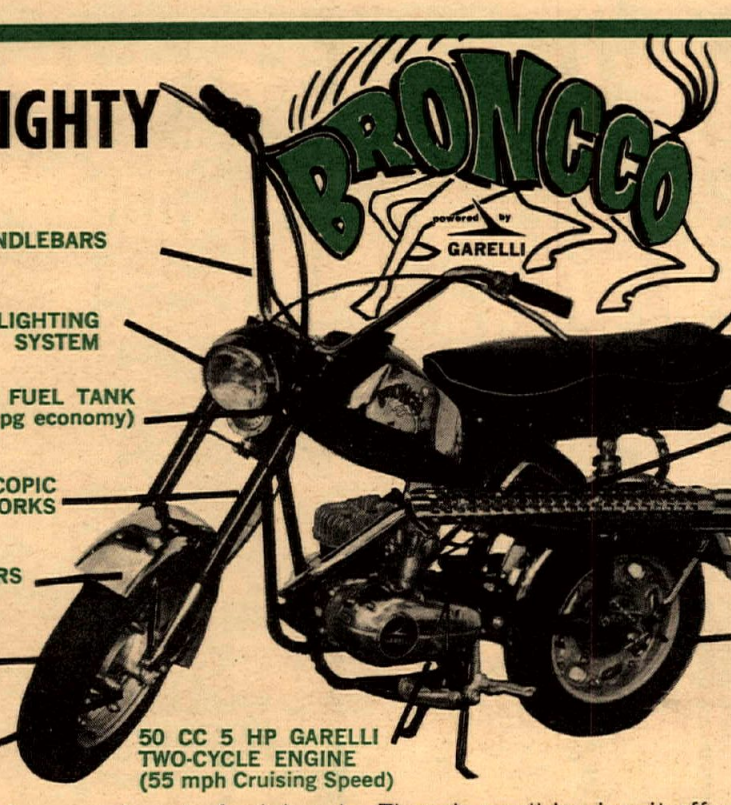
Jones now poured it on as Minert looked back with one lap to go. Experience seemed sure to win as Minert's Victor set sail. But Jones closed and as they came around the rock he stuck it under the old master and high-tailed it for the checkered.

The Maico troops, out in force, copped the 500 novice and amateur classes with Chuck Wheat holding off strong bids. Jim McClurg out ran the field in the 500 amateur in handing defeat to Ron Stinnett (BSA) and Dave Bastine (Mat).

The side-hacks ran last on the short course under the lights as at the last minute some of the hold-outs came in. The total points run is close and some prefer not to race if they can't win. So they sit outside the gate to see if there's a class. It was two-stroke C. Meados and C. Byrriwehs taking their Maico hack in first, with a strong challenge from J. La Blanc and B. Vacca (Bul).

(Results on page 26)

THE MIGHTY BRONCO SUPER STAR MINI-CYCLE



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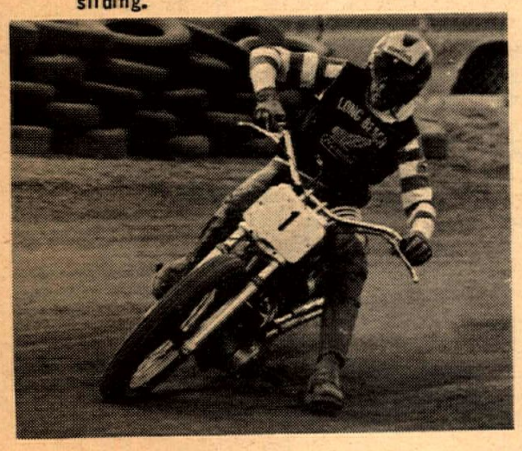
Stunt man Ken Brown takes a break. The youngster will have to practice if he's going that route.

Eleven-year-old Gary Wills of Las Vegas shows us what he's learned.

Start of the 250 Amateur, going into the first turn around the rock. RIGHT: Kurt Lewis runs in front of the 50cc expert pack.

TOP: Dave Aldana falls at the start of the 250 expert. He went from dead last to the win. ABOVE: Ken Brown does his tricks before an attentive crowd. BELOW: John Rice sliding.



★ TECHNICALITEZE ★

Here is a simple test to determine whether gasoline has oil mixed with it: Pour a cup of the gas into a clear glass bottle and add ½-cup of water. Shake vigorously and then let it stand. The oil, if present, will form in globules between the water (on the bottom) and the gas on top.

(Got a technical tip we can pass on to other readers? If you know any facts, techniques, roadcraft or short-cuts that add to your motorcycle enjoyment, send them to TECHNICALITEZE, c/o Cycle News, Box 498, Long Beach, Calif. 90800. Cycle News will pay $1 to you for any tip that we publish in TECHNICALITEZE.)

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OFFICIAL RESULTS FOR 1968
COWBELL DERBY
Upper Lake, Calif. Nov. 10, 1968

By Robert Queen

Overall High Point Man: 201cc-300cc Class A; William Onga–982.

Class A 0-100cc: 1. Paul S. Murphy, 970; 2. Clyde Reaves, 966.

Class A 201-300cc: 1. David Ambuchi, 969; 2. Richard McClintock, 956; 3. David Watson, 952; 4. Gary Williams, 951; 5. Bob Dawson, 948; 6. Bud Goosen, 946.

Class A 501-Open: 1. Gary Howard, 936.

Class A 101-200cc: 1. Jack Lee, 980; 2. Rupert Randall, 973.

Class A 301-400cc: 1. Martin Dubies, 978; 2. J.E. Edward, 968; 3. Ken Rogers, 962.

Class A 401-500cc: 1. Alvin Bennett, 961; 2. Lewis Milligan, 958; 3. Dave L. Reynolds, 949.

Ladies Class: 1. Lori Manley, 826.

Club Participation: Polka Dots M.C. 30 riders.

Most Distant Rider: Ronald L. Vincellette, San Diego.

Class B 0-100cc: 1. John Kubasek, 968; 2. Robert Harvey, 959; 3. Wayne Williams, 950; 3. Jerry D. Tarley, 949; 4. Richard Hird, 946; 5. Bruce De Long, 942; 7. Jimmy Glover, 940; 8. Fred Pixley, 927; 9. Ron Crawford, 906; 10. Elmer Griffin, 898, 11. Bruce D. Neuman, 896; 12. Gary Collard, 891.

Class B 101-200cc: 1. Hank Keough, 965; 2. Van J. Walbridge, 946; 3. James M. Roberts, 929; 4. Earl D. Stevens, 918; 5. Wallace D. Tessmer, 907; 6. Shirley Rectallact, 907; 7. James Tanner, 894.

Class B 201-300cc: 1. Eugene S. Nunes 974; 2. Harold M. Carlile, 973; 3. James E. Ward, 970; 4. William Groom 968; 5. Kent Deining 966; 6. Kenneth Hatch 965; 7. Marvin Helzer 965; 8. Lanny Netz 964; 9. Bill Abrams 959; 10. Doug Stevens 958; 12. Dick Harvey 957; 13. Daryl Hall 956; 14. Frank Arnold 955; 15. Brent Strickland 954; 16. Ronnie M. Finch 952; 17. William C. Turnbull, Jr. 952; 18. Gordon R. Kuhnle 950; 19. Gary Barnes 949; 20. Alan Bygdness 949; 21. Cloyse Holland 948; 22. Tom Walbridge 946; 23. William Uhl 941; 24. Harold J. McDonald 940; 25. Robert Pendergast 939; 26. Frank Vukonich 938; 27. Ken Steele 933; 28. Willis H. Burns, Jr. 932; 29. Paul G. Whitney, Jr. 929; 30. Walter Hapkins 929; 31. Steven Marsh 923; 32. Steve Corcoran 923.

Class B 301-400cc: 1. Jerry Rodriguez 970; 2. Glenn Reed 966; 3. William H. Saltzman 962; 4. B. Curtis Haves 960; 5. Walter E. Owens 957; 6. Arley Anthony 957; 7. Gary Williams 951.

Class B 401-500cc: 1. Dan L. Davis 959; 2. Will Mulock 953; 3. James W. Wayshak 952; 4. Vic Repstad 951; 5. Bob Estes 951; 6. Ken Willingham 944.

Class B 501-Open: 1. John Lembeck 957; 2. Dana Austin 952; 3. George La Ponsie 929; 4. George Spain 905.

TEAM TROPHIES:

!st Place: Eugene Nunes 974; William Onga 982; Martin DeVries 989 – 2934.

2nd Place: B. Curtis Haves 960; Richard Sangalli 961; William Saltzman 962–2883.

3rd Place: Larry M. Salo 807; Donald Hague 812; Les Owen 787 – 2406.

Class A 0-100cc: 1. Clyde Reaves 966; 2. Bob Carmignani 0-2; 3. Kenneth Gerard 936; 4. Alan Dring 844; 5. Paul Johnson 940; 6. Dick Scott Murphy 928; 7. Wil Frye 825; 8. James Odom 902; 9. Thomas Glaister 9-1; 10. Richard Bygdnes 0-2; 11. Paul S. Murphy 970; 12. Elmer Johnson 924.

Class A 101-200cc: 1. Ken Harvey 813; 2. Elmer Johnson 924; 3. Jack Lee 980; 4. Ray Ruppel 0-2; 5. George Chase 0-1; 6. Rick Schell 942; 7. Gary Tranton 0-1; 8. Gary Olson 0-1; 9. Ernest Jacks 0-1; 10. Ray Bennett 948; 11. Carl Cranke 0-1; 12. Rupert Randall 973; 13. Joe Long 899; 14. Larry Roberson 0-1.

Class A 201-300cc: 1. Troy Durhan 908; 2. David Ambuehl 969; 3. Vern Weldy 0-1; 4. F. Glenn Smith 0-1; 5. Frank L. Showers 934; 6. Don Turkletop 748; 7. Art Sullivan 0-1; 8. Robert E. Rogstad 934; 9. Fred Manning 919; 10. Roy E. Atkinson 819; 11. Emerson Paclard 873; 12. Frank Rodgers 0-1; 13. Skid McKibben 0-1; 14. Bill Messer 0-1; 15. Bud Goosen 946; 16. Les West 0-2; 17. Dick Falting 782; 18. Richard Mc Clintock 956; 19. Bob Dawson 948; 20. Corley Anderson 0-1;

21. Richard Nydam 0-1; 22. Bob Davis 0-1; 23. Jerry Mather 0-1; 24. Richard Miller 924.

24. Richard Miller 924; 25. Jerry Aggeler 793; 26. Mark C. Stover 0-1; 27. George Newson 0-1; 28. Sam L. Magliano 9-3; 29. Robert W. Young 914; 30. David Watson 952; 31. Gary M. Williams 951; 32. A. Ross Kuhnle 857; 33. William Onga 982; 34. LeRoy Young 847; 35. Jack Deweese 819; 36. Nate Topalar 0-1; 37. Ronald Lewis 0-2; 38. Clark Culpeper 0-1; 39. Victor A. Boocock 0-3; 40. Pat Kavanaugh 854; 41. Richard Underkofler 901.

Class A 301-400cc: 1. Doug Schwerma 918; 2. Buel Campbell 0-1; 3. Glenn Clinton 0-1; 4. Joe Kremer 939; 5. Jim Johnson 784; 6. Conrad DeAlba 0-1; 7. George Johnson 894; 8. Jim Powell 9-3; 9. Jack Makepeace 0-1; 10. Bill Powell 0-1; 11. Bill Schneider 933; 12. Garve Nelson 915; 14. Ken Rogers 962; 15. Gerald P. Debely 0-1; 16. Ray Abrams 0-1; 17. Ed Stromberg 796; 18. Byrel Zollo 858; 19. Chuck Trantham 0-1; 20. J.E. Edward 968; 21. Richard Sangalli 961; 22. Martin Dubies 978; 23. Roger Selby 0-1; 24. Bill O'Brien 0-3; 25. Richard Underkofler 901.

Class A 401-500cc: 1. Wayne Armstrong 0-2; 2. Ben Alley 0-1; 3. Alvin Bennett 961; 4. Dale Neill 812; 5. Walt Vaughan 0-1; 6. James L. Garner 0-1; 7. Don Link 0-3; 8. Red Cadwell 947; 9. Ray Ingalls 940; 10. Dennis W. Thompson 0-1; 11. Frank P. Kirgan 0-1; 12. Lewis Milligan 958; 13. Larry M. Salo 807; 14. Dave L. Reynolds 949; 15. Ralph Grunert 940; 16. Jim Armada 0-2; 17. Russell W. Powell 0-1; 18. Joe Newman 934; 19 Jim Robb 0-1.

Class A 501-Open: 1. John H. Shields 0-1; 2. Bill Morgan 0-1; 3. Herb Allgrove 924; 4. Larry Laine 776; 5. Gary Howard 939; 6. Buck Shaw 0-1; 7. Ray Anderson 0-1; 8. Bill Grossi 0-2; 9. Ronald Doston 924.

Ladies Class: 1. Ramona Speed 0-1; 2. Bonnie Armstrong 0-1; 3. Barbara Thomas 0-2; 4. Connie J. Bonar 0-1; 5. Donna McDonell 783; 6. Sharon L. Frantz 0-4; 7. Lori Manly 826; 8. Cathy Lasater 0-1; 9. Ellen Cayssials 0-1; 10. Carol Recasens 0-1; 11. Dorothea Lampson 0-1; 12. Debbie Jackline 0-1.

Class B 0-100cc: 1. Herbert P. Gomes 0-1; 2. Ivan Miller 0-1; 3. Jack Gillam 0-2; 4. Joe Allegre 798; 5. Don Carmignani 0-3; 6. Chris Rae 0-3; 7. Ronald Allan 0-3; 8. Donald Bennett 0-1; 9. Elmer Griffin 898; 10. D.A. Cunningham 815; 11. Jay Wagner 0-1; 12. Steve Smith 0-1; 13. Kenneth Dallman 0-1; 14. James Pec 0-1; 15. Larry Zane 0-3; 16. Kenneth Peck 0-1; 17. Billy R. Fain 0-1; 18. D. Behr 0-2; 19 B. Rideout 0-1; 20. B Pult 0-1; 21. C.A. Berry 0-1; 22. R. Tash 0-1; 23. L. Baccus 0-1; 24. C Baccus 0-1; 25. C. Cameron 0-1;

Class B 101-200cc: 1. Donald Gooden 0-3; 2. D. Springer 0-3; 3. H. Keough 965; 4. J. Roberts 926; 5. G. Cortez 0-1; 6. W. Stanley)0-1; 7. Dave Meyer 0-1; 8. John Wagner 0-1; 9. Bob Burton 773; 10. James Hefner 0-1; 11. K.L. Lacker 782; 12. Tom Hustzler 0-1; 13. Gary Peddersen 807; 14. Larry Gower 0-2; 15. Earl Waterman 0-1; 16. Carl Peck 0-1; 17. Leo. Forner 0-1; 18. William Nutgreass 0-1; 19. Duane Andrews 0-2; 20. Robert Thomson 0-1; 21. Bruce Cooper 0-1; 22. Richard Oliveira 0-1; 23. Ken Jhonson 0-1; 24. Van Walbridge 946; 25. Wallace cronk 819; 26. Les Owen 787.

Class B 201-300cc: 1. William St. Clair 0-3; 2. Milan Vickers 0-1; 3. James Roberts 910; 4. Kim Patten 0-1; 5. Reynaldo Cortez 822; 6. Darrell Courtright 0-1; 6. Gene Walter 748; 8. L. Jerry Langseth 0-1; 9. Richard Phillips 828; 10. Chuck Shipman 0-3; 11. Kerry Sterger 913; 12. Jim Sgheiza 0-1; 13. Richard urie 0-3; 14. Richard Robichard 792; 15. James L. Garner 0-1; 16. Arthur Flowers 0-1; 17. Ken Harper 0-1; 18. Gary Holmes 833; 19/ Mark Norris 0-1; 20. Frank Veronda 880 21. George Keeran, Jr. 0-1; 22. Chris Vetter 0-1; 23. Ralph Davis 753; 24. Warren Davis 0-1; 25. Robert Smith 0-1. 26. Claude Haven 0-1; 27. David Pitta 0-1; 28. Lonard Joy 0-2; 29. Rick Mars 0-1; 30. Wade Parneter 0-1; 31. Scott Forbes 0-1; 32. Chuck Higgins 0-5; 33. Rod Saling 0-5; 34. Jeffrey Martinez 0-1; 35. Richard Day 0-1; 36. Ken Quick 0-1; 37. Mervin Perry 0-2; 38/ William Ojala 0-5; 39. Brad Caylor 0-3; 40. Ray Nivola 0-2; 41. John Coccellato 0-4; 42. Pete Antonini 736; 43. Ed Avilla 0-2; 44. Mike Antonini 0-5; 45. Dan Avilla 0-2; 46. John Geddis 0-3; 47. Lewis Kelly 0-1; 48. Ronald Lancaster 827; 49. Thomas Haggart 0-3; 50. Daniel Dewitt 901.

Class B 301-400cc: 1. Russ Tomlinson 0-3; 2. Ronald King 0-1; 3. Gordon Keller 0-1; 4. Goerge Smith 0-1; 5. Roger Childress 0-1; 6. Bill Campbell 0-1; 7. Jack Holdsworth 0-1; 8. Al Gregerson 0-1; 9. Paul Waaland 0-4; 10. Howard Thomas 0-1; 11. Don MacKinder 0-1; 12. Philip De Alba 935; 13. Wendy Sondergard 0-3; 14. Brad Lackey 0-1; 15. David Wilson 0-1; 16. Dave Williamson 0-1; 17. John Anderson 0-1; 18/ George Peacock 910; 19/ Steve Bunting 0-3; 21. David Carnes 768; 21. John Fry 745; 22. Larry Benson 763; 23. Richard Davis 0-1; 24. Jerry Rodriques 970; 25. Paul Martinez, Jr. 0-1.

Class B 4-1-500cc: 1. Konrad Williams 938; 2. Will Mulock 953; 3. Hnri Audiffred 0-3; 4. Ned Nosler 0-4; 5. Ronald pine 0-1; 6. Jerry Pine 841; 7. Larry Gossett 927; 8. Alan Groffman 0-4; 9. Edward Speed 0-2; 10. Ryamond Cotter 0-1; 11. Jack Hughes 0-5; 12. Paul Major 0-1; 13. Guy Carson 926; 14. John Ledford 0-3; 15. Ray Chelson 0-1; 16. Don Osborn 0-1; 17. Albert Garcia 0-1; 18/ Gin Mitchell 0-1; 19. Vic Repstad 951; 20. Stan Smith 0-1; 21. Bill O'Conner 817; 22. Lenard Erickson 928; 23. Scott Alvillar 0-3; 24. Dan Muir 0-1; 25. Daniel Muir III 767;

Class B 501-open: 1. Frank Elleard 0-1; 2. Bill Florence 0-3; 3. Rex Thomas 0-2; 4. Jim Plain 0-1; 5. Gary Henrikson 813; 6. Jim Caldwell 0-1; 7. Claude Haven ns; 8. Stephen Heaney 0-1; 9. Bob Brog 0-1; 10. Dave Johnson 0-1; 11. George La Ponsie 929; 12. Milton Cooper 872; 13. Fred Smallwood 817; 14. Alan Shaw 0-1; 15. John Chezem 0-1; 16. Dan Birkel 0-1; 17. Gerald Egbert 0-1; 18. Dick James 0-1; 19. Tiffin Mullenax 779; 20. Bruce Anderson 0-1; 21. Mel Thomas 0-1; 22. Bill Werner 0-2; 23. Tom Schilling 0-1; 24. R.W. Stouffer 0-1; 25. Leslie Zimmerman 0-1.

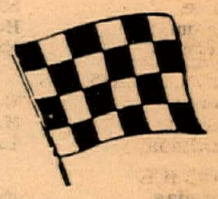
BADE BENEFIT RUN
Inglewood, Cal., Sunday, Dec. 15, 1968

MALE SOLO:
1. Ray Bailey (straight)
2. John Legging (3 Kings, Ace Hi)
3. T.A. Medley (3 Kings, 4 hi)

PASSENGER:
1. Nancy Dororbaugh (3 Aces)
2. Sharon Dee
3. Dale Costa

CAR:
1. Dottie Berool (pr. Kings, pr. 10's)
2. Richard Friend (pr. Q,K,8 hi)
3. James Schuyler (pr. Q,K,4 hi)

SPECIAL CLASS: Little Bit
CLEANEST BIKE: Vic Bitrich
MOST OUTSTANDING: Jimm Cobb
MOST UNUSUAL: Dusty Williams
OLDEST: Calvin Watkins
DIRTIEST: Stu McClue & H. Webster
OLDEST CAR: Low Childress (55 Cad)
LARGEST SCREWDRIVER: Homer Callahan (15 inches)
BALLOON GAMES: Judy & Gary Glor, Mike Berool & Reine Hall, Joe Street & Cindy Berool
OTHER MERCHANDISE WINNERS: Jim Cobb, LeRoy Dean, Perry Garnett, Hal Gallagher, Harold Newman
CYCLE NEWS SUBSCRIPTIONS: Beverly Carrol, Pat Johnson, Roy Bailey, Nancy Hall, Manual Lopez, Tyler Hicks
CAR ENTRIES: Dottie Childress, Hal Gallager, James Schuyler
BELL HELMETS: Calvin Watkins, Ruth Boughton
SUZUKI K-10 Donated by Triumph-Suzuki of Fountain Valley: Robert Calzada



RIVERSIDE INT. RACEWAY
Sun., Dec. 15, 1968

50cc GP CLASS 1

Dave Simmonds	Suz
Bill Marchant	Suz

50cc CLASS II

Ken Greene	PR Sp
Rod Schmidt	Ital
Ed Kelly	Vam
Sid Chambers	Vam
Rudy Reynosa	Vam

100cc GP

Roy Nakamoto	Yam
Frankie Silva	Bri
Mike Velasco	Bri
Verne Wood	Hod
Rudy Galindo	Yam

200cc GP

Dave Damron	Suz
Bob King	Suz
Jeff Mazon	Oce
Dick Pearce	Gre
Roger Wood	Bri
M. Conserriere	Kaw
L. Wakatsuki	Suz
Mike Cornell	Yam

250cc GP

Mike Lane	Yam
Buddy Parriott	Yam
Tom Rockwood	Yam
John Buckner	Yam
Don Emde	Suz
Ruben Portillo	Yam
Fred Edwards	Yam
Ken Smith	Suz
James Fenton	H-D
Marv Bigman	Yam

350cc GP

Dave Simmonds	Kaw
James Chen	Hon
Bob Bender	AJS
Mike Goble	Yam
Dave Doan	Hon
Al Henrikson	Hon
Dave Blancett	Hon
Tom White	Hon
Cecil Oswald	Kaw

500cc GP

Reg Pridmore	PR Sp
Dick Kilgroe	Hon
George Roche	Hon
James McWorthy	Vel
Michael McNeil	Hon

125cc GP

Chief Galbraith	PR Sp
Hurley Wilvert	Hon
John Grubb	Hon
Tony Nicosia	Hon
Rick Sherer	Yam
Myron Tracy	Hon

175cc GP

Ron Phillips	Oss
Richard Stuelke	Hon
Craig Wright	Hon
Frank Smith	Kaw
Bob Nelson	Kaw
Gary Kyle	Kaw
Jack Harney	Bri
Art Barda	Bri
Ken Greene	PR Sp

OPEN GP

Swede Savage	BSA
Jerry Winter	H-D
Reg Chosney	Tri
Lee Patterson	H-D
James Dauk	H-D
Mike Fettes	Nor
Bob Walls	H-D
Roger Salton	BSA

LIGHTWEIGHT PRODUCTION

Chris Anderson	Mon
Rudy Galindo	Mon
Bill Marchant	Suz
Hugo Chicon	Suz

100cc

Pat Evans	Yam
Cecil Oswald	Kaw
Rod Hoover	Zun

125cc

Leonard Fallscheer	Yam
Ed Kelly	Yam

175cc

Jerry Zernickow	—
Rod Schmidt	Hon
Art Barda	Bri
Bob Nelson	Kaw

200cc

Dave Damron	Suz
Steve Galbraith	Bul
Roger Wood	Bri
Alan Gingerelli	Suz
Lawrence Wakatsuki	Suz
Bob Lend	Suz
John Wiegel	Bul
Mike Cornell	Yam
M. Conserriere	Bri

HEAVYWEIGHT PRODUCTION

250cc

Dave Damron	Suz
Reg Pridmore	Kaw
Richard West	Suz
Neil Winston	Suz
Chas. Small	Duc
Barry Wenn	Duc
Hal Petrie	Kaw

350cc

Mike Lane	Yam
James Chen	Hon
Ken Russell	Kaw
Ray De Long	Kaw
Alan Ginerelli	Hon
Rayburn Johnson	Kaw
Randy Dawes	Yam
Kansas Annis	Hod
James McWorthy	Vel

OPEN

Butch Landguth	Tri
Harry Love	H-D
Roger Salton	BSA
Clyde Arnold	Tri

LIGHTWEIGHTS TT CHAMPIONSHIP
Perris, Cal., Sun., Dec. 15, 1968

50cc NOVICE

1. Paul Lambert	Yam
2. John Colombero	Hon
3. Scott Hoffee	Suz
4. Tom White	Hon

100cc AMATEUR

1. Troy McKee	Hod
2. Andy Skeel	Hon
3. Dale Hopkins	Suz
4. Mark Kruse	Bul

100cc NOVICE

1. Doug Mason	Kaw
2. John Freis	Bri
3. Don Frauenberger	Suz
4. George Luther	Yam

175cc

1. Steve Bast	Bul
2. Dan Hockie	Oss
3. Rich Toberoff	Hon
4. Linus R. Beall	Bri

250cc EXPERT

1. Dave Aldana	Oss
2. Dan Carlton	Oss
3. Ted Longwith	Oss
4. Larry Taylor	Bul

50cc EXPERT

1. Steve Nichols	Yam
2. Kirk McDowell	Suz
3. Dick Carver	Yam
4. Kurt Lewis	Hon

POWDER PUFF

1. E. Long	Hod
2. S. Talbot	Hon
3. D. Connolly	Hod
4. K. Nolen	Hod

100cc EXPERT

1. Danny Hockie	Hod
2. Gary Scott Hod	V-T
3. Wayne Hosaka Hod	V-T
4. Steve Nichols	Yam

200cc AMATEUR

1. Sandy Armstrong	Yam
2. Loyal Penn	Yam
3. Rick Talbot	H-D
4. Tom Clark	Bul

350cc NOVICE

1. Andy Skeel	Hon
2. Bob Rudd	Hon
3. Ron Killingsworth	Bul
3. Gene Lay	Hon

500cc NOVICE

1. Chuck Wheat	Mai
2. Protest	
3. Roy Griffing	Bul
4. Doug Evans	Bul

OPEN AMATEUR

1. Tom Simpson	Tri
2. Don Dudek	Tri
3. Tom La Fortune	Tri
4. Mike Spitzer	Tri

OPEN EXPERT

1. Terry Dorsch	Tri
2. Ben Fakkeldy	Tri
3. Gene Smith	Tri
4. C.H. Wheat	BSA

350/500cc AMATEUR

1. Jim McClurg	Mai
2. Ron Stinnett	BSA
3. Dave Bastian	Mat
4. Jay Wahl	Bul

350/500cc EXPERT

1. Gary Jones	BSA
2. Chuck Minert	BSA
3. John Rice	Hon
4. Dwight Harlow	BSA

OPEN NOVICE

1. Perry Armstrong	Tri
2. Jack Boal	Tri
3. John Kavanaugh	Tri
4. Art Amarillas	Tri

SIDEHACKS

1. C. Meados/C. Byrriwehs	Mai
2. J. LaBlanc/B. Vaca	Bul
3. M. LaBlanc/F. Soteres	Bul
4. M. Burns/H. Burns	Bul

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RIDGERUNNERS MOTO-CROSS
Santa Cruz, Cal., Sun., Dec. 1, 1968

By Dale W. Ivan

100cc NOVICE
1. Kermit Knofler Hod
2. Sam Taylor Hod
3. Frank Sherrill Sac

100cc AM./EXPERT
1. John Brown M-B
2. David Worth Hod

250cc NOVICE
1. Bob Bowers Hus
2. George Humphreys Hus
3. Ed Gates Hus

250cc AM./EXPERT
1. Dave Caldwell Bul
2. Charlie Ivie Bul
3. Jim Czadek Hus

250cc EXPERT
1. Steve Muscatell Hus
2. Al Kenyon Bul

OPEN NOVICE
1. Walt Wagner Gre
2. Bill Bradley Bul
3. Bob Small Mon

OPEN AM./EXPERT
1. Darrel Courtwright Spr
2. Don Chisholm Gre

OPEN EXPERT
1. Bob Hager C-Z
2. John Fraser Mon
3. Jim Saitone Mai

ELSINORE RESULTS
Sat., Dec. 7, 1968

By Bob Degasser

100 NOV. 1-MAIN
D. White Suz
C. Yokum Hod
S. Hyder Hod

100 NOV. 2-MAIN
S. Sivadge Bul
M. Garrett Hod
L. Hardison Yam

200 NOVICE
D. Douglas Bul
R. Vanderpool Yam
W. Blakeslee Tri

250 NOVICE
C. Gann Bul
L. Bochkay Yam
M. Toussau Kaw

350 NOVICE
D. Rich Duc
G. Baird Bul

500 NOVICE
G. Nord BSA
D. Luna BSA
A. Smith BSA

OPEN NOVICE
B. Larson Tri

100 EXPERT
T. McKee Hod
S. Hyder Hod
J. West Hod

250 EXPERT
D. Kanegae Yam
S. Rogers Bul
B. Frauenberger Bul

500 & OPEN EXPERT
J. Peterson Tri
J. Sprague Tri
C. Sjolund Tri

SWEEPS
T. McKee

EUROPEAN SCRAMBLES MOTO-CROSS
Deadman's Point, Cal., Nov. 24 & Dec. 1, 1968

0-125cc JUNIOR
*1. Bryar Holcomb Hod
*2. F.W. Cox Hod
3. Don Blain V-T
4. Don Eide Hod
5. Les Reed Bul

0-125cc SENIOR
*1. Bill Pettigrew Hod
*2. Cleve Thomas V-T
3. Wes McAllister Sac
4. James DeBlois Hod
5. Jim Sumners Hod
6. Gene Weller Hon

ALL 250cc
*1. Jim O'Neal Bul
*2. Jim Fitzgerald Bul
*3. Norm Benham Oss
*4. Ron Peterson Yam
*5. Al Adkins Yam
*6. Walt Vanderhoef Bul
7. Brian Stanners Bul

ALL 500 & OPEN
*1. Earl Penny Mai
2. Nick Gula C-Z
3. Bob Mortensen Mai
4. Bob Webb Yam
5. #447
6. Bill Pettigrew Oss

EUROPEAN SCRAMBLES
100cc CLASS
* 1. Cleve Thomas Hod
* 2. Carl Steven Sac
* 3. Tracy Saylor M-B
* 4. Jeff Thorpe Hod
* 5. Ralph McCarthy Hod
* 6. Richard Mark Hod
* 7. Gary Davies M-B
* 8. Don Eide Hod
* 9. Richard Fuller Hod
*10. Mike Hoffee Hod
*11. Mike Libonati Sac
*12. Jim DeBlois Hod
*13. Alton Forsthye Hod
*14. Gene Moffett Bul
*15. Billy Ezzell Hod
*16. Steve Borrego Hod
*17. Brian Akers Yam
*18. Robert Hunter Sac
*19. Chuck Woody Yam
*20. Scott Gregory Hod
*21. J.M. Landry Hod
*22. Greg Herzig Hod
*23. Mike Preist Hod
*24. Don Blain V-T
*25. Dwight Summers Bul

250cc CLASS
* 1. Dick Breker Bul
* 2. Harold Fletcher Hus
* 3. Ken Newton Yam
* 4. John Sampson Yam
* 5. Carter Porter Yam
* 6. C.E. Ruther Kaw
* 7. Bob Chesshir Mon
* 8. Geral Yarbrough Bul
* 9. Bob Webb Yam
*10. David Brooks Bul
*11. Jim Salum Bul
*12. Donald Wolfe Gre
*13. Ralph Whitney Vil

OPEN CLASS
*1. Don McDonald Tri
*2. Dale Calhoon Hus
*3. Carl Cotton Hus
*4. Dick Myott Hus
*5. Chuck Hecker BSA
*6. Dick Frampton Bul
*7. Charles Tidwell Mai
*8. Don Payse Gre
9. Clete Hruska Hus
10. Terry Wyrembek Hon

STATE CHAMPIONSHIP HARE SCRAMBLES
Buzzards M.C. Kramer Corners, Cal., Sun., Dec. 15, 1968

By Dick Wright

1. J.N. Roberts 500 E Hus
2. Phil Bowers 250 E Yam
3. Rick Thorwaldson 250 E Bul
4. James Martino 500 E Hus
5. Bruce Dunford 250 E Hus
6. Larry Pfutzeuruter 250 A Bul
7. Steve Holladay 500 A Hus
8. Charles Hockey 250 E Bul
9. Al Baker Op Ex Tri
10. Tom Schmid 250 A Bul
11. Richard Stanworth Op Nov Tri
12. Dave Lewis 500 Ex Hus
13. Darryl Ellis 250 Am Hus
14. Dick Camp 250 Ex Bul
15. Bob King 250 Ex Bul
16. Steve Kirk 500 Ex Mon
17. George Walker 500 Ex Hus
18. Jim Corning 250 Ex Hus
19. Mike Burk Op Ex Tri
20. Raudman Op Am Tri
21. Dennis Rimpel 500 Am BSA
22. Wayne Peterson 500 Am BSA
23. Bill Friant 250 Ex Hus
24. M. Popovics 250 Am Bul
25. Spence Windfield Op Ex Tri

TRAIL BIKES
1. Jack Morgan Ex Hod
2. Wes Anderson Jr. Ex Hod
3. Terry Clark Ex Hod
4. Wayne Rayland Am Hod
5. Frank Morgan Ex Hod
6. Jeff Wright Am Hod
7. Gene Cannady Ex Hod
8. Mark Rader Am Hod
9. Tracy Saylor Am Hod
10. R. Goldberg Ex Hod
11. Ed Crowell Ex Hod
12. Bob MacLaughlin Ex Sac

HARE SCRAMBLES
China Camp, Cal. Sun., Dec. 1, 1968

OVERALL:
Bill Verbiscio Yam

100cc NOVICE
1. Allen Bygdnes
2. V.A. Boocock
3. Dale MacDonald

100cc AMATEUR
1. Ronnie Gonnella
2. Roy Winters

200cc NOVICE
1. John Fite
2. Wallace Cronk
3. Duane Love

250cc NOVICE
1. Steve Corcoran
2. Duane Dotson
3. Jed Bailey

250cc AMATEUR
1. Joe Longo
2. Don Simons

250 EXPERT
1. Bill Verbiscio
2. Jay Mather

500cc NOVICE
1. Gary Williams
2. John Hedd
3. George Johnson

500cc AMATEUR
1. J.E. Edwards
2. Jim McClinton
3. Fred Mock

OPEN NOVICE
1. Ron Dotson

INDOOR MOTORCYCLE RACES COW PALACE
San Francisco, Cal. Fri., Dec. 13, 1968

MAIN EVENT
1. Russ Powell Bul
2. Chal DeCecco Hon
3. Nick Theroux Bul
4. Jim Odom Tri
5. Paul Bostrom Tri
6. Mike Yarn Bul
7. Mark Brelsford H-D
8. Butch Corder Tri

Time: 2:22:43 (15-laps)

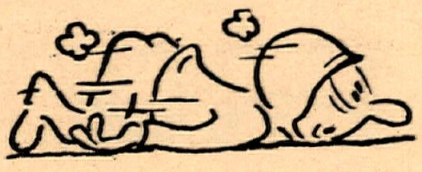
ELIMINATION HEATS (6-laps)
1. Steve Eldridge Tri
2. Keith Mashburn Yam
3. Jim Odom Tri
4. Chuck Palmgren Tri
5. Butch Corder Tri
6. Nick Theroux Bul
7. Russ Powell Bul
8. Bill Lyons H-D
9. Mark Brelsford H-D
10. Terry Sage Bul
11. Ed Garwa Duc
12. Ralph Walden Tri

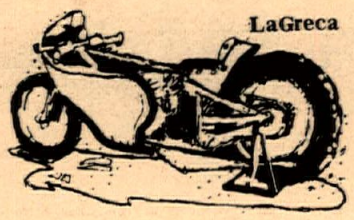
HEAT RACES (6 laps)
1. Mark Brelsford
2. Mike Yarn
3. Keith Mashburn
4. Butch Corder

1st SEMI (8-laps)
1. Butch Corder

2nd SEMI (8-laps)
1. Mike Yarn

CONSOLATION (10-laps)
1. Russ Powell





LaGreca

PROSPECTORS M.C. EUROPEAN SCRAMBLES
Sun., Dec. 8, 1968

By Dick Wright

500cc OPEN AM:/EX.
1. Mike Patrick Op Ex Nor
2. Steve Kirk 500 Ex Mon
3. Ron Fry 500 Ex Hus
4. George Walker 500 Ex Hus
5. John Coots 500 Ex Hus
6. Jerry Perkins Op Ex Tri
7. Wayne Peterson 500 Am BSA
8. Bill Hutton 500 Ex Hus
9. Ken Knudson Op Ex Tri
10. Lynn Cole 500 Ex Mai

250cc AM./EXPERT
1. Mike Patrick Ex Yam
2. Phil Bowers Ex Yam
3. Tom Muto Ex Hus
4. Larry Bergquist Ex Bul
5. Bruce Dunford Ex Hus
6. George Zuber Ex Yam
7. Dick Breker Am Bul
8. Stan Phillips Ex Hus
9. Danny Kline Ex Gre
10. Dick Camp Ex Bul

SIDE HACKS
1. Marvin LeBlanc/ Fred Soteros 500cc Bul
2. Mike Porter/Ed Wade Open Tri

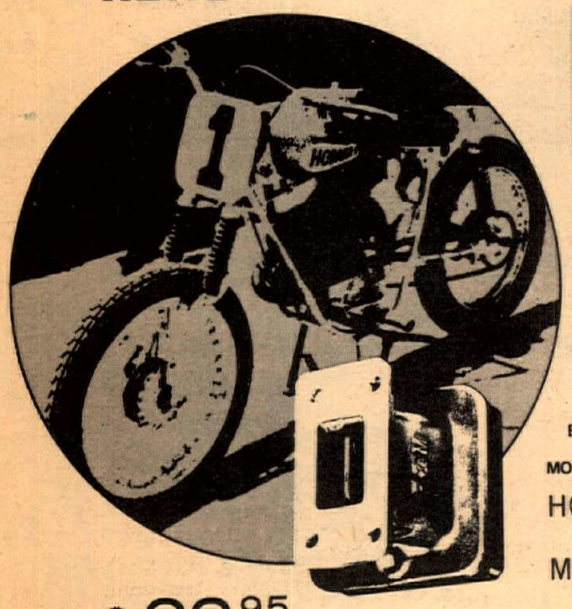
TRAIL BIKE AMATEUR/EXPERT
1. Terry Clark Ex Hod
2. Wes Anderson Jr. Ex Hod
3. Jack Froelich Ex Bul
4. Gary Griffin Ex Zun
5. Gene Cannady Ex Hod

250cc NOVICE
1. Larry Burns Hus
2. John Calvert Bul
3. Bill Gaines Yam
4. Bill Duncan Gre
5. Dan Ortegia Hus

NOVICE
1. Al Benton Hod
2. Earl West Hod
3. Ralph McCarthy Hod
4. Tim Ryan Hod
5. Terry Welk Hod
6. Larry Soerp Hod
7. Mickey Aljola Hon
8. Robert Niemann Hod
9. Randy Waldon Hod
10. Randy Milligan Hod

500 & OPEN NOVICE
1. Ernie Coy 500 Hus
2. Richard Stanworth Op Tri
3. Duffy Hambleton 500 Hus
4. Roger Marine 500 Gre
5. Alnny Lehigh 500 Hus
6. Bruce Iverson 500 Duc
7. Butch Broman 500 Hus
8. Bob Paxton 500 Yam
9. Joe Crowley 500 Hus
10. James Lang 500 Hus

REAL 2-STROKE PERFORMANCE WITH



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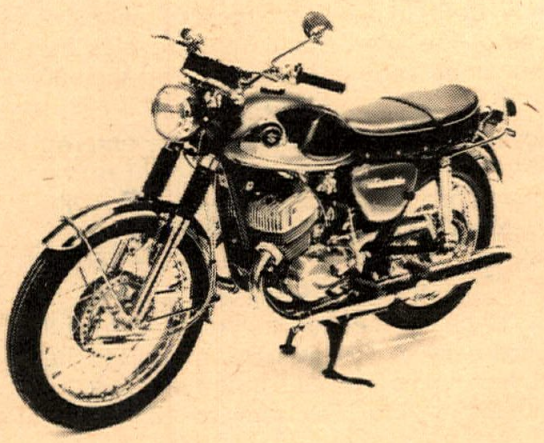

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Cycle News wishes you happy New Year

STEEN'S CATALOG

Magazine size and one hundred twenty eight pages big, the number 8 catalog from Steen's Inc., carries thousands of items rating high interest with motorsports fans of all ages. Profusely illustrated with photographs and exploded view drawings, number 8 carefully indexes and prices accessories and parts, kits, chassis and components in its specialized fields.

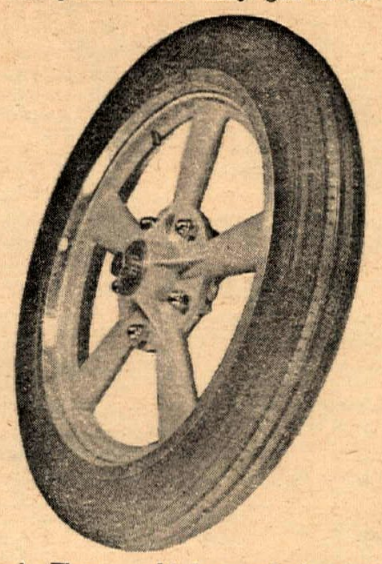
Bigger than ever, the motorcycle section features Rickman Metisse products, Ceriani suspension and brakes, Hodaka scrambler bikes, Magura controls and other related high quality gear.

Karts, quarter midgets, hydro-karts, engines, clutches, wheels and tires, gas tanks, helmets, goggles, tools, lubricants – all are found in the big Number 8, available for only $1 ppd. Dealers should write on their letterhead for full information and schedules.

Steen's is a mail order specialist. For prompt delivery of their latest catalog, write them at Box 2276, Alhambra, California 91803.

CUSTOM MAG CYCLE WHEELS

Is the era of the wire wheeled motorcycle over? Maybe so, juding by the enthusiastic reception these 5-spoke magnesium wheels have received. Custom builders and show bike enthusiasts bought up the first shipment, but soon motorcycle racers may get in on the



trend. They would be perfect for the new tubeless roadracing tires developed by Goodyear. A&A Manufacturing makes the. Price: $69.50 each for 18" rims. Write to A&A at 2771 El Camino, Redwood City, Calif. 94061 and tell 'em you saw it first in Cycle News.

Pepsi Reaps Mini Bonanza

As part of one of the most successful cooperative promotions of the year, Bonanza Industries recently shipped five huge truckloads of their min-bikes to Pepsi-Cola Bottlers in five southeastern states. According to Pepsi-Cola officials this indicates the enthusiasm with which Bonanza mini-bikes have been accepted across the nation as premiums in the Pepsi-Cola/Bonanza Sweepstakes. Premium coupons are flooding in at double and triple the normal rate according to all bottlers interviewed.

AMA Indoor Motorcycle Races San Francisco Cow Palace

SAN FRANCISCO, Cal., Dec. 13 – The opener for the 1969 indoor season at the San Francisco Cow Palace saw San Rafael's Russ Powell power his Bultaco to the checkered flag over Honda-mounted Chal DeCecco in the 15-lap main event.

Powell inherited the lead when defending 1968 indoor champion Mike Yarn layed his Bultaco into a slid in the first turn at the half-way mark while leading the field. Yarn re-mounted his cycle and roared back into action almost a full lap behind Powell.

Triumph-mounted Butch Corder, 1967 Cow Palace champ, moved into second place behind Powell. "Motorcycle Rider of the Year" Mark Brelsford moved in behind Corder and kept the champ working as he continually pulled to the inside, laying his Harley-Davidson against Corder's mount.

Corder was able to keep the up-and-coming youngster at bay until the last lap. On the last go-around Brelsford made a last-ditch attempt to take second from Corder and took to the outside as they rounded the fast first turn. Just as Brelsford was along side Corder the Pop Corder Triumph gave up as the engine blew, throwing Corder to the outside and into Brelsford, taking both out of the running.

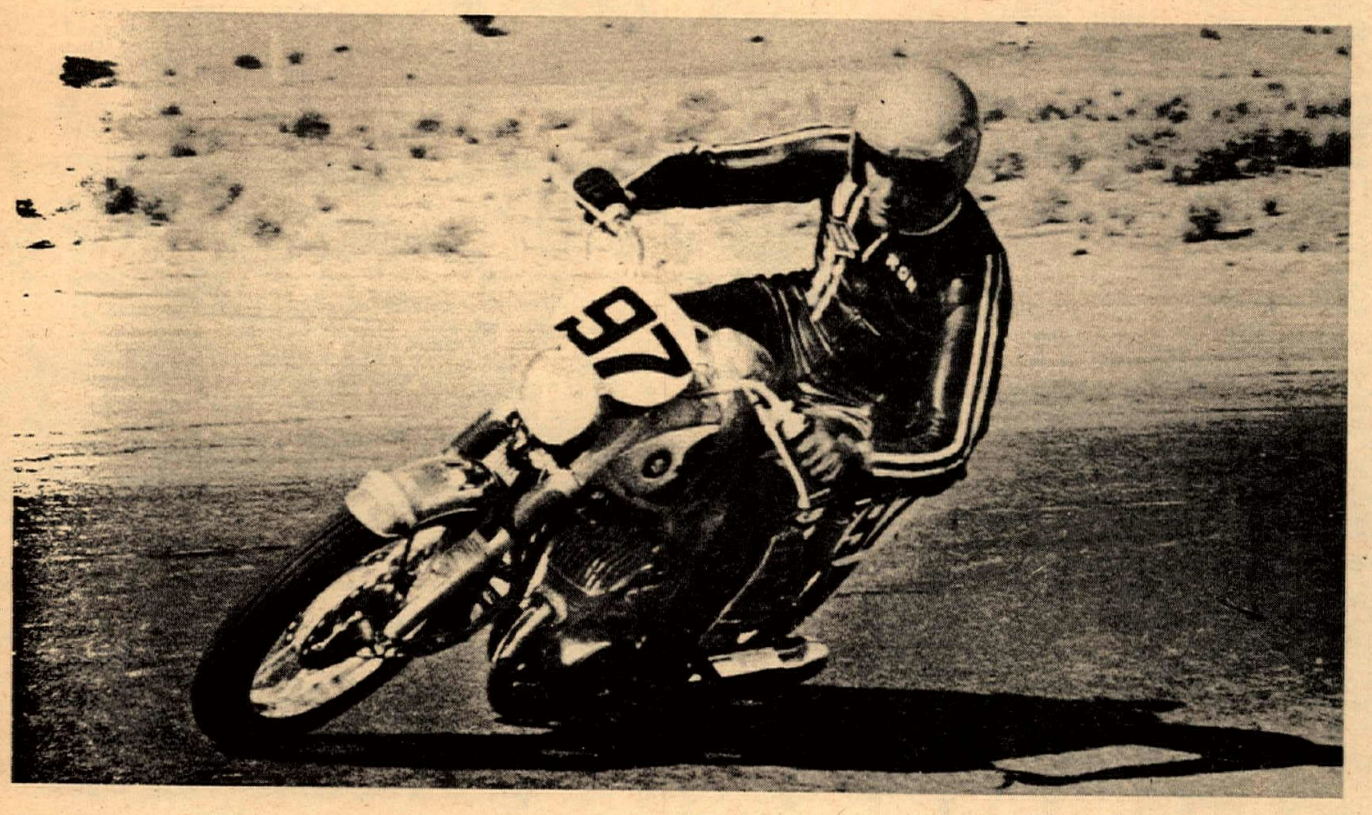
Misfortune confronted national favorite Chuck Palmgren who traveled from Baltimore, Md. for the event. In the 2nd Semi Palmgren attempted to grab fourth spot with one lap to go and tangled with the fourth place rider, spilling as they rounded the second turn. A fourth place finish would have graduated him to the main event in the AMA "progressive" program. Palmgren had given his Triumph a beautiful ride in winning his elimination heat and the fans were eager to see him compete in the climaxing main event.

The 1st Semi eliminated two of the top riders when Amateur Daytona road racing champ Bill Lyons and 1969 San Jose indoor champ Gene Romero collided on the last lap while fighting for fourth in order to advance to the main event.

AMA action will return to the Cow Palace on Friday night, December 27th.

(Results on page 26)

SUZUKI SWEEPS 12HR. PRODUCTION ENDURANCE RACE



Willow Springs, Calif. In one of the most grueling endurance races of the year, Suzuki motorcycles established many unprecedented records over the 900 mile course.

There were over 60 production motorcycles entered in this, the first 12 hr. Endurance race held in the U.S. Suzuki machines, completely stock, (some right out of the dealers showroom) proceeded to walk away with 1st, 2nd, 3rd overall plus 1st in the 100cc, 200cc, 250cc, 350cc and 500cc classes.

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1ST OVERALL WINNER
SUZUKI 500cc — Ron Grant/Ron Pierce

2ND OVERALL WINNER
SUZUKI 350cc — Don Emde/Steve McLaughlin

3RD OVERALL WINNER
SUZUKI 500cc — Dennis Degraff/Hide Sezaki

SUZUKI CLASS WINNERS

100cc	200cc	250cc	350cc	500cc
1st and 3rd	1st and 2nd	1st	1st	1st, 2nd, & 3rd

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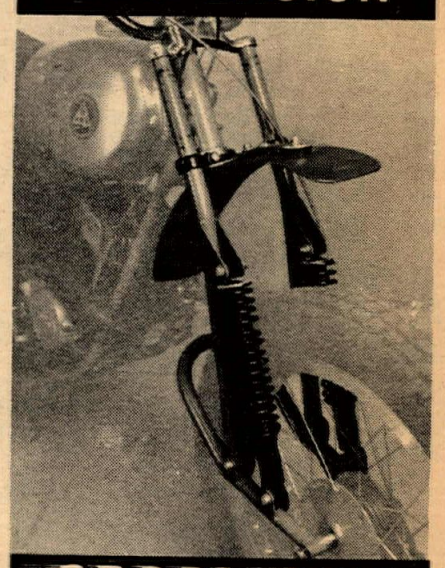

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CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY – P.O. BOX 498, LONG BEACH, CALIFORNIA.

IS YOUR CLUB LISTED HERE ?

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BAKERSFIELD RED TOPS, 327 Olive St., Bakersfield, Cal. 93304. Meetings held last Wed. of month at Marino's, 622 E. 21st St., Bakersfield, Cal.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Bob Brown, 255 N. White St., Pomona, Calif. for membership information.

BUSHMASTERS M.C. of Banning, Calif. Dirt competition club. Meetings 1st Thursday at Burson & Pointer Garage. Address: P.O. Box 921, Banning, Calif.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CALIFORNIA GOPHERS MC of Prado Park, AMA Sanct. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd –4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA TRAIL MACHINE ASSOCIATION. So. Cal. info from Bob Doke, 149 Apricot St., Oak View, Cal. 93022; Central Cal. info from Chuck Henry, P.O. Box 1508, Bakersfield, Cal. 93302. No. Calif. info from Don Keller, 4085 East Ave., Hayward, Cal. 94541.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, preservation, and antique motorcycles. So Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CONEJO TRAIL RIDERS, c/o Roy Collett, Pres., 3402 Calle Quesbracho, Thousand Oaks, Calif. 91360. Need reps from all trail clubs in So. Cal. to discuss state plans for trail and camp areas.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOX'S M/C Desert Competition Club seeking AMA sanction. Meets 1st and 3rd Thursday of each month at 7:30 p.m. at selected location. Call Lloyd Powell at (213) 943–4697 for more information.

DIST. 37 SPORTS COMMITTEE Contact President Bill Adams at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetings. Ph: (714) 528-3007.

DIRT DIGGERS NORTH M.C., Active competition club, meets every Monday 8 p.m. at the Whitefront, Rocklin, Calif. Mail address: P.O. Box 338, Orangevale, Cal. 95662. Phone (916) 988-3524.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. meets Thursdays at 8:30 at 503 Whittier Blvd., Montebello 90640. For info call Fred 573–5495

FORT SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GOLDEN EAGLES M.C., AMA chartered. For men and women interested in cycle trips for pleasure. Regular monthly meetings. Call Art Francis (714) 542-6616 or Paul Rogers (714) 540-6828 for club info.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake & Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center, Naval Weapons Center, China Lake, Calif. Gate passes available for guests & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HAT M.C. AMA sanctioned, dirt track competition club. We're 100% racers and happy to welcome any racing newcomer, or old hand. We meet every Tuesday night at 8:30 in Concord, Cal. For info or membership write Hi-Hats, P.O. Box 467, Martinez, Calif. 94520.

HI-JINX FAMILY M.C., Fun meets, competition and desert. Meetings held 1st & 3rd Thursday of each month at 20833 Siene, Lakewood, Cal. Visitors welcome, new members invited.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 p.m. Post Meeting, refreshments. Mail address: P.O. Box 1746, Long Beach, Calif.

HONDA LIMITED. Meets first Sunday of month, 4 p.m. at Warren Wilson Mtrs., 9000 Sepulveda Blvd., Sepulveda. For info contact Schandeney 894–9218. Road riding club, limited to Honda 250s and 450s and riders age 21 and over.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30½ W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address 1760 Charlemont, Hacienda Heights, Cal. AMA & RRC. Club phone (213) 336–0414.

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Monday 8 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Ph: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (dirt riders only)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS BORRACHOS M.C., AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m., Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanctioned Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres.: J. M. Jones – 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Monday night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego. Road riding club. Meets every 1st Sunday and third Tuesday at 4442 Glacier Ave., San Diego, Cal. 92120. Family type road riders only. AMA chartered.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot. 1241 Holt Blvd., Ontario, Calif. All Married persons welcome to attend.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club, AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA Chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mailing address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under. For information call (213) 334-9695.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone: 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd. #10, Sacramento, Cal. 95841. (Mailing address same.)

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWAY M.C., family road riders, AMA chartered. 13621 Frame Rd., Poway, Cal. 92064. Ph: 748-3290.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Friday night at 8 p.m. with the 3rd Friday night of the month being a social evening. Club address, 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E. Kirkland, Wa. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

RIDGE RUNNERS MOTORCYCLE CLUB of Santa Cruz, Competition Club, AMA chartered. Meets 1st and 3rd Tues. of each month. For info write P.O. Box 121 East Santa Cruz Station, Santa Cruz, Calif. 95060, or phone (408) 426–4161.

ROAD KINGS & QUEENS M.C. Club meeting the first Saturday of every month. Married couples only. AMA sanction. Motorcycles 305cc and up. Call Marlene Lawson, Club Secretary for more information. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st and 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contacts: "Woody" Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Harley Shop, 426-2875.

ROAD RUNNERS M/C, a road riding family club. Meets every other Sunday. Mailing address, P.O. Box 178, Fort Bragg, Calif. 95437.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Phone (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount. Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanc. Meets at 3044 N. Jackson St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Calif. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanctioned dirt competition club meets 2nd and 4th Tuesdays at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Calif. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO M.C., desert and track competition. Meetings every 2nd and 4th Tues., 8 p.m., 1658 Morse Dr., San Pedro. Info: (213) 833–4451.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C.–Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thursday at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS M.C. of San Fernando Valley, Cal. AMA sanc. Meets Reseda Park Clubhouse, Reseda, Cal. the 1st and 3rd Tuesdays of each month at 8 p.m. Mail address: 7514 Reseda Blvd., Reseda, Cal. Phone: (213) 345-8678.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st and 3rd Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SILVER CITY SCRAMBLERS M.C.–Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc., the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 387, Simi, Cal. Phone (805) 526–7971 or Jim & Dusty's.

SINNERS M.C. OF L.A. area. AMA sanction. Meets 1st and 3rd Friday nights at 11517 S. New Hampshire in rear. Refreshments during meeting. Phone (213) 222-2720.

SLED RIDERS M.C., desert competition and social. 1762 Camrose St., Anaheim, Cal. (714) 772-7937

SOUTHERN CALIFORNIA MOTORCYCLING ASSN., Ellis Smith, 5849 Tanglewood, Lakewood, Cal. Ph. (714) 429-3557. Meets at 8:30 p.m. 1st Mon. each mo. Carter Hall in Norwalk Park, 12157 E. Sproul, Norwalk.

SO. CAL. M.C., Desert competition club. AMA sanc. Meets every Wed. 8:30 p.m. Verdugo Park, Verdugo & California Sts., Burbank, Cal. Mail address: 623 Mary Ann Dr., Redondo Beach, Cal. 90278. Ph: (213) 372-2266.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOCIAL RIDERS OF SAN BERNARDINO M.C., AMA charter, meet 1st Friday of every month at 7:30 p.m., Cultural Arts Center, 11th & "E" Sts., San Bernardino, Cal. 92402.

SOUTHERN CALIF. TRIALS ASSOCIATION – English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SPARTONS M.C. of Woodland, Cal., "Friendliest Club on Wheels." AMA charter. Meets every Wed. at 7:30 p.m. at 53 W. Main St., Woodland. Mailing Address: Sec'y. Deanne Toben, 131 West Woodland Ave., 95695. (916) 662-0340.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address P.O. Box 296, Lawndale, Calif. Phone: DA 6-0855.

STUMP JUMPERS M.C. INC. of Orange County. AMA sanctioned. Desert, moto-cross and TT scrambles. Meets 2nd Tuesday of month at 7:30 p.m. Contact Pres. Don Feehrer, 24352 Los Serranos, South Laguna, Calif. (714) 495-5525.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only. Mail address P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address: c/o Carol Schmidt, Sec'y, 516 E. 186th St., Gardena, Cal. (213) 323-2280.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 – 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C. INC.–AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanctioned. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

VALLEY TRAIL RIDERS ASSOCIATION, 24601 Arch St., Newhall, Calif. 91350.

VEGAS VALLEY M.C. Meets 1st and 3rd Mondays. Top quality competition club of scramblers and short trackers. Mail address Tom Jones 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT, and social. Membership limited to those involved with motion picture and TV films. P.O. Box 1672, Studio City, Calif.

WASSUK SCRAMBLERS M.C., the best brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nev.

Girl's Guide to Cycle Selection

By Barbara Adams Dahms

Time was when most women who loved motorcycles had to be content with riding on the back of a big one. Not any more. While few women will deny that packing is a superior form of recreation, it is also nice to ride your own bike sometimes. With the marvelous variety of motorcycles now available (and more being added all the time) there is one for almost every taste.

In this and future tests we will take a look at some of the machines currently available...from a woman's viewpoint. We won't mention the hottest scrambler, or the fastest TT bike, or even the way-out choppers. We'll just look at the ones that might replace the second car, that might turn a chore into fun, that might make the kids anxious to leave for school, via motorcycle. We'll ride the ones that a woman might want for her own personal machine.

The Harley-Davidson Rapido

The Rapido is one of the new additions to the famous old Harley line and a smart looking little bike it is. Its 125 over-square engine delivers plenty of power for a quick take-off or to pack two adults up the kind of grades that Southern California roads have.

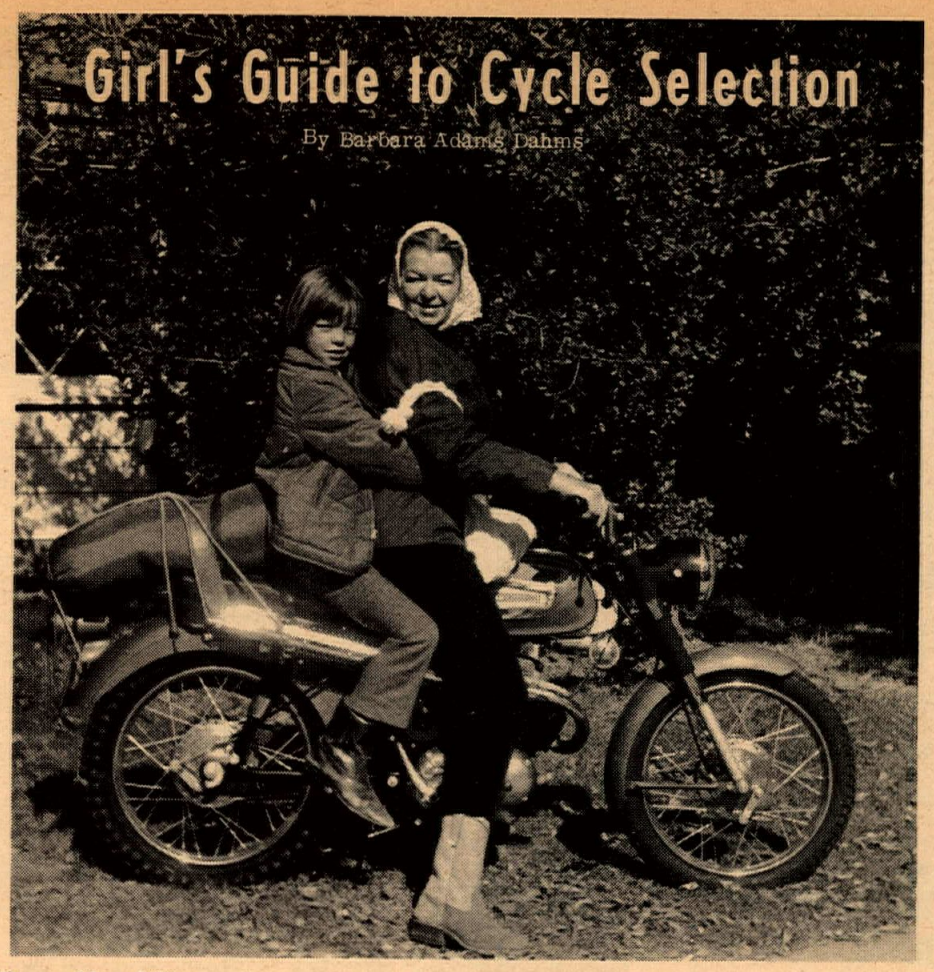
The Rapido starts easily with a right side kick starter, which unfortunately is placed a little close behind the front peg. However, practice eliminates the bruised shin. Four forward speeds and a left foot brake give it the operational features of the limeys or the big Harleys (except, of course, the 74). The Rapido comes in either street or trail model at about $400. The trail model has a sharp-looking upswept pipe which could be a few inches longer. Stock trail model is suitable for either street or dirt and has and additional sprocket for lower gearing.

With a weight of about 180 lbs., the Rapido is easy to cart around, yet looks and feels like a bigger bike than its weight and displacement indicate. It shares the dependability of the line. This is really half the fun, knowing you'll make the trip without hassles. The Harleys go and go and go. Like most two-cycle machines it is always advisable to take a spare plug (and wrench) along for the ride. It also uses the gasoline and oil mixture in the gas tank (plan ahead for oil, or expect to buy a can and waste half of it, many small town gas stations no longer sell bulk oil.) I have found that reducing the oil to two thirds of the recommended amount increases plug life and performance.

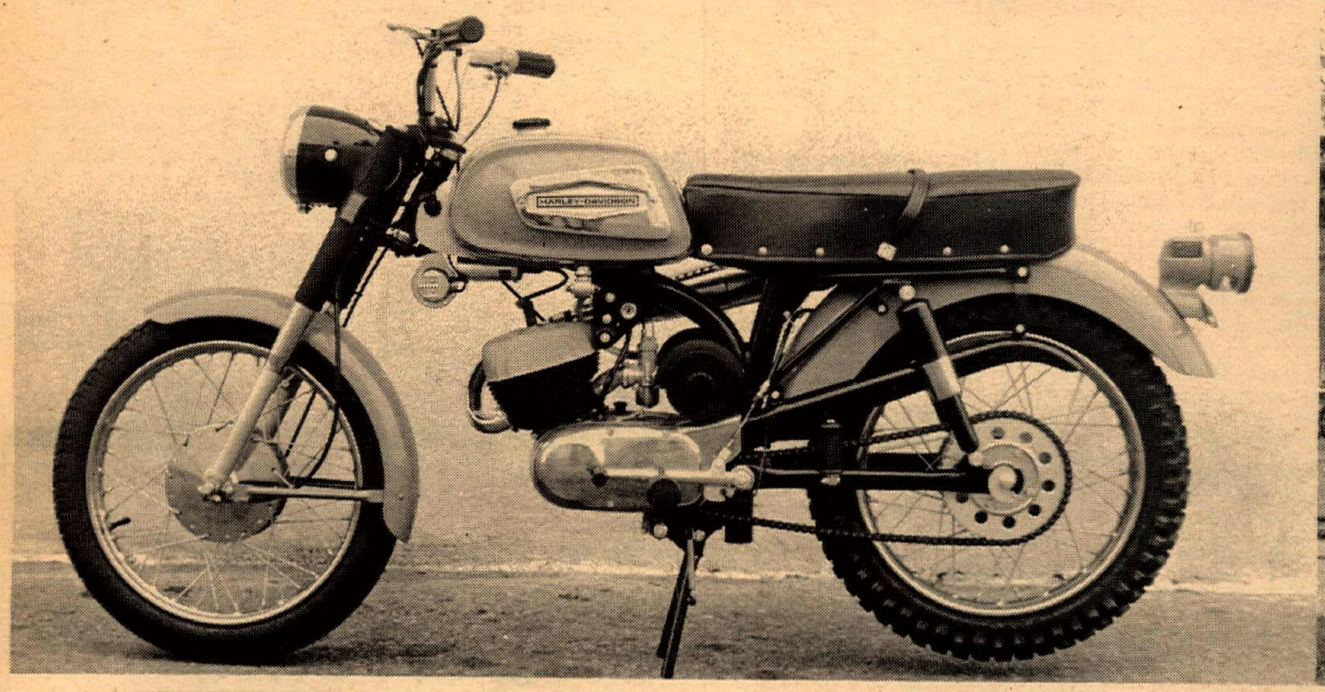
There is no tool kit and there should be one. While the Harleys (Italian and American) are unusually reliable, some tools are always handy to have along. A purse gets awfully heavy with tools added.

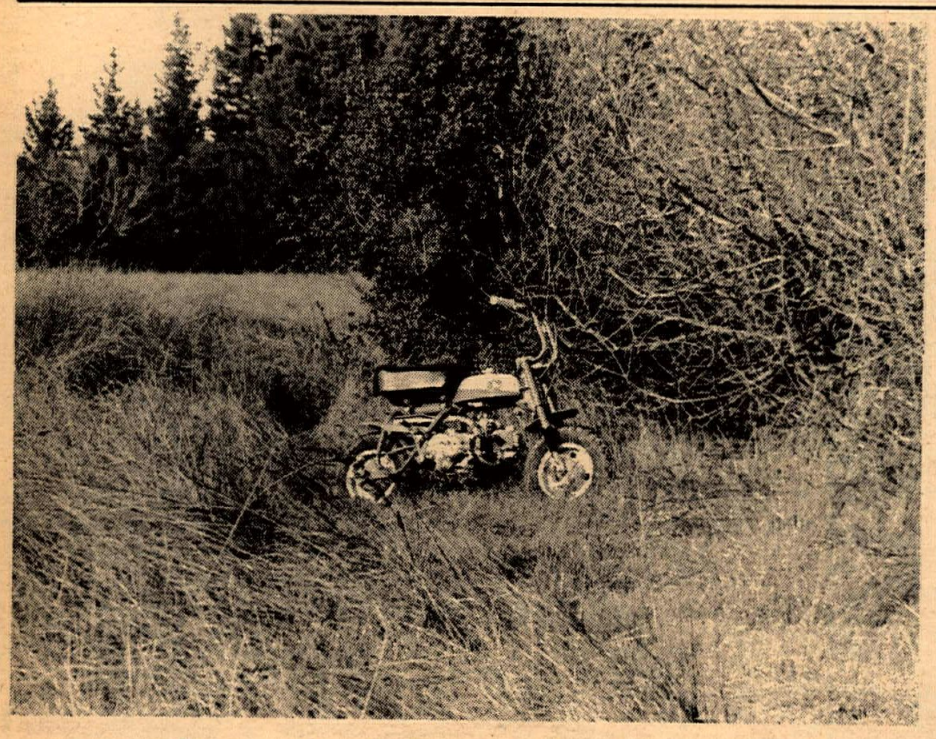
The lights are magneto-operated and at slower speeds provde a little less illumination than might be wanted for highway travel. There are both high and low beams and an ignition lock.

The Rapido comes in metallic blue, orange or black. It looks like and is a groovy little fun motorcycle.



ABOVE: Tester Dahms sets out for a weekend with one of her children on the Rapido. RIGHT: Chauffering the kids is more fun than any station wagon except you can only take one at a time. BELOW: The 1969 H-D Rapido 125 is lightweight, powerful, versatile.





Honda Mini-Trail Test

Once upon a time, not very long ago "dirt" was a four-letter word around Honda headquarters. Now it has ten letters and two hyphens, which gives it some respectability as far as the Honda brass is concerned. "Off-the-road" is what Honda now calls dirt riding.

To herald the new era of Honda's realization of what the rest of us knew was happening all along, they've produced their first new model for strictly dirt (oops! ((blush)) pardon us) off-the-road use. True, it's only a minibike, but what a minibike it is!

With a price tag of $250 you might expect the new Honda Mini-Trail, as it is called, to be something better than a toy. Some of their lightweight motorcycles cost less money. And it is a cut above most of its market competition in quality and design. But it is a trifle overpriced, a fact which did not prevent the first shipment from being sold out immediately.

We got possession of one of the next batch and used it a great deal during the two weeks it was ours. It attracted envious crowds of children and adults whenever we stopped and they asked the same questions:

"How fast will it go?" Its 3-speed gearbox will take it up to about 30 or 35 mph depending on the weight of the rider.

"Does it climb hills good?" Yes, if you get a run at them. The power (about 3 horses) comes on at midrange in the rpm scale, and since it has no hand clutch you have to buzz it pretty high before it will pull anything much steeper than a driveway. With a careful toe, however, you can operate the shift lever as a pseudo clutch, thus overriding the automatic engagement. This is a good way to pop wheelies, but it isn't as good as a real clutch. Maybe some accessory maker should market a hand clutch-override conversion kit. In fact, for $250, Honda should provide it.

"What does it weigh?" Exactly 107 lbs. dry. Light enough to lift into your car trunk without undue risk of rupture.

Other details: It's 49cc, Overhead cam, single cylinder, wet sump. The tank holds a little over a gallon, and you should get 6 or 7 hours running per tankful. It starts easy with a foot crank, the pegs and handlebars fold up for compactness. Both wheels have hand operated brakes, and the rotary shift pattern is up, up, up for neutral, down, down, down for the rest.

The ignition switch located under the tank is an off-on toggle, plainly marked. The tank cap seals completely and you simply turn a tap to drain the carburetor for storage or transportation. It doesn't leak gas.

The seat is adjustable for long or short-legged riders and there are provisions for passenger footpegs. Front suspension is telescopic, but a little too soft, and too bouncy. It should have oil damping ($250, remember?). Although the rear wheel is rigid, the 3.50 x 8" tires give a very soft ride.

Handling is superb, good as any lightweight motorcycle, except the aforementioned bounciness of the forks. When the front wheel showed a tendency to bury itself in rabbit-holes, we discovered that a slight upward tug of the bars would keep it airborne over any obstacle and the machine can be thus ridden over extremely rugged surfaces with ease.

It's a quiet little machine, purring softly through its Krizman spark arrester. The air cleaner is a bit clumsy, but what does Honda know about dirt?

Altogether, the Honda Mini-Trail is the Cadillac of minibikes, with a price tag to match. We predict it will launch a new revolution in two-wheel popularity, bringing with it the same riches and headaches that the recent Honda lightweight boom brought. For the Mini-Trail can be sold without registration and ridden without any demonstrated competence, just like a lawnmower. We hope that everyone will buy one and pray that they will ride it with care. It is not just a toy, after all. It is a dirt bike, and a pretty darn good one at that.

Applause for the Victor McLaglen Motor Corps after their close order drill...

Bade Benefit Road Run

Story and Photos by Robert Fee

.... that helped bring in the $382.

INGLEWOOD, Cal., Dec. 15 – The threat of heavy rains and a few actual drizzles knocked the expected turnout for the Otto Bade Benefit into a cocked hat. Only 115 motorcyclists conquered their fears of inclement weather and entered the benefit poker run sponsored by the Tandem's Motorcycle Club. Each rider donated $2 to the cause.

Signing in at the Inglewood Harley-Davidson shop, the riders found hot coffee and fresh donuts set out by Ken MacIvor, the agency owner. Some cyclists couldn't stay after they'd entered the run and left to attend other matters. In this group was Howard Eble and Art Wolfenstein, who donated $10 from the Hi-Way Kings M.C. Lucky Luckenbill of the SCMA had to attend a union meeting, but showed up later with $29.33 donated by his Teamster's Local 208.

Those riding the route took Highway 107 to the San Diego Freeway and headed north. Turning west on the Santa Monica Freeway to Highway 1, they followed the Pacific Coast Highway north until they found the first check point at Malibu Canyon Drive.

Between checkpoint one and two, a separate route was laid out for the cars. They turned inland at Malibu Canyon Road, while the motorcycles rode four miles further and took Latego Canyon into the mountains. Latigo Canyon is an extremely winding road with many 15 mph curves and enough gravel on the turns to make it interesting.

Turning right onto Mulholland Highway, they found checkpoint two at the intersection of Malibu Canyon Road. They also found some clouds at this elevation which slowed their progress.

From Mulholland Highway, both cars and bikes took Mulholland Drive north out of the hills into the San Fernando Valley and turned east on the Ventura Freeway. Picking up the San Diego Freeway, they made good time to the finish at Alondra Park in Lawndale.

The first cyclist to arrive, T.A. Medley, rode into the park at 11:05, completely surprising the Tandem's who had just barely completed setting up their finish table. Nearly everyone had arrived before the 1:30 p.m. deadline, but the Tandems held it open to accommodate the Social Riders M.C. who were an hour late.

In the meantime, the Victor McLaglen Motor Corps performed their repetoire of close order drill following with individual stunts on two wheels.

The beneficiary of the run hobbled in on his crutches to personally thank the riders for their generosity and goodwill. Barbara Rumsey, the Tandem's treasurer, reported that when the books were closed, $382 was collected for Mr. Bade and his family.

Those unable to attend the run can send their donations to Cycle News. It will be forwarded to Mr. Bade.

(Results on page 26)

Dance Caps SCMA's First Year

By Rob Robbins

HAWAIIAN GARDENS, Cal., Dec. 7 – The SCMA's first year of existence came to a swinging end this Saturday with their Christmas Party and installation of officers.

The idea was born back in February, 1968, the dream of Dale Stoddard, M. Ellis Smith, and a fleetfooted secretary named Jim Keck. Dissatisfaction with the role of the road rider was the main reason for this pooling of efforts.

The first run to be sanctioned by the Southern California Motorcycling Association was the Artesia Pioneers Tour to Ramona. The usual shortcomings of a new organization were obvious but it didn't dampen the good times enjoyed at Ramona or any of the other SCMA sanctioned events. Field events at Ramona left something to be desired, but things have improved.

Next was the Camp Wishon Tour, the first run sponsored by the association itself. It was there that the Bakersfield clubs became interested in the newly formed group. The Red Tops of Bakersfield presented the SCMA rider with a well planned and executed over-night tour. Several Sunday runs have led to the close of the riding year and the beginning of a well rounded calendar for 1969.

Push For Safety

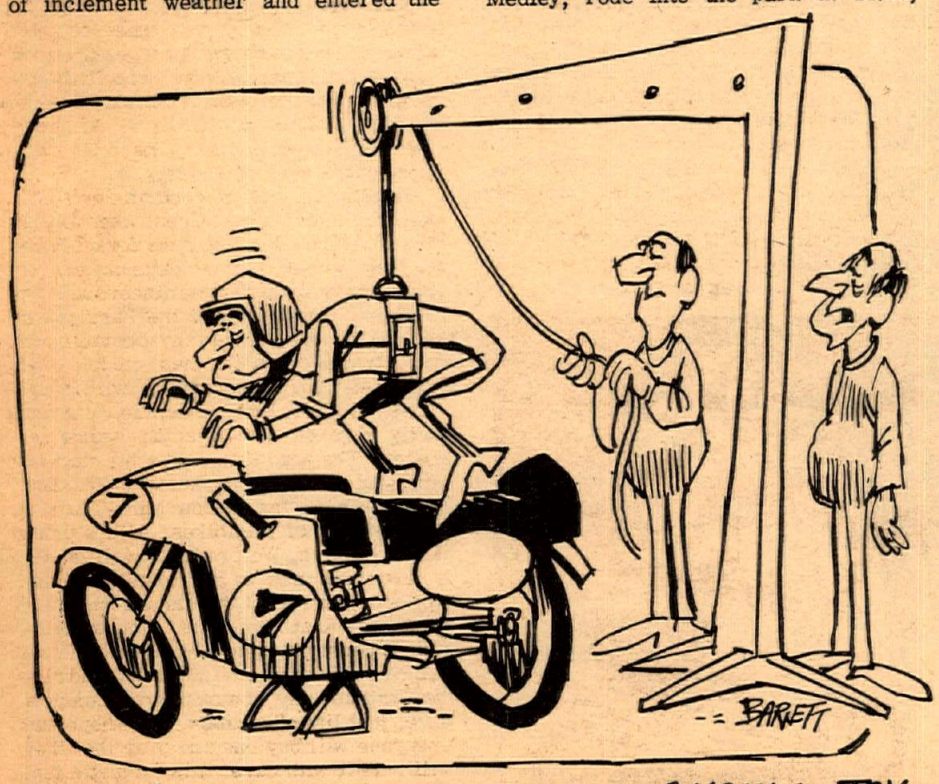
More and better runs are on tap for next year with emphasis on improving the public image of cycling. This coincides with the strong push for safety that has been initiated.

The Christmas party featured 35 door prize drawings throughout the evening. Shortly after 9 p.m. the growing guest list came to an abrupt halt, as one of the soupiest fogs of the season rolled in.

Formalities began with a speech by outgoing President, Dale Stoddard. Dale has declined re-election for reasons of health.

Norwalk Rocket's President, Bill Wright, gave a short sample of square dance calling. Later, "Smitty" made a stirring debut as a ballad vocalist with his rendition of "I Left My Heart in San Francisco".

The long-awaited SCMA patches will be available soon.



"FERD'S ONE GUY WHO REALLY SHOULD TRY SOMETHING BESIDES ROAD RACING!"

Seasons Greeting and

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Action Album

Larry Bergquist, a 34-year-old photo engraver from Duarte, California placed first overall in the two major cross-country races of 1968 — the Stardust 7-11 and the annual LaPaz, Baja California 1000 miler. His time in the 711-mile Stardust race was 22 hours and 5 minutes, and he arrived in La Paz in just 20 hours and 38 minutes. Bergquist rode a Honda 350cc prepared by Long Beach Honda's chief mechanic Bill Bell in both races.

JOHN DeSOTO 250 CAPPRA 1st American

RON NELSON 360 CAPPRA 1st American

The Inter-Am Series is over and it was a long eight weeks. The European riders once again proved their superiority, but before the Series is forgotten, we want to congratulate John DeSoto and Ron Nelson. They came a long way to become First American in the 250 and 500 classes and we're proud to have them represent Montesa.

Signed,
Dan Gurney, Kim Kimball
and everyone at Montesa Motors, Inc.

How to ride Moto-Cross

by Maureen Lee

Moto-cross is demanding. If either you, your equipment or your machine isn't in topnotch shape, you might as well save your money and ride desert or scrambles.

The type of machine you compete on is up to you but moto-cross bikes are thoroughbreds, built for that type of racing, such as the C-Z's, Husqvarna's, Greeves etc. If you "design" your own mount we hope you won't be silly enough to start out with one that has a road frame. You may go fine for a while but you'll never be competitive and may find yourself on your ear when you least expect it.

Ever since the visits of the Europeans teams moto-cross-style riding equipment has been popular. We're all familiar now with the sidebuckled boots and the "Torsten Hallman" leather pants. If you're riding moto-cross it's wise to look seriously at the gear.

Leather pants are leather pants, but a boot you wear in scrambles with that flat sole can get you into serious trouble on a muddy moto-cross course. The European moto-cross boot wears like iron and the sole has just enough indentation to keep your foot on the peg when everything's muddy. Europeans don't wear leather jackets (too warm) but arms must be covered according to the rules so they wear heavy jerseys.

Having a body belt is an advantage. You'll be taking a physical pounding out there with no let up for at least 25 minutes. Desert races go for longer periods but you do get straight stretches to relax once in a while. In moto-cross it's full throttle the whole time.

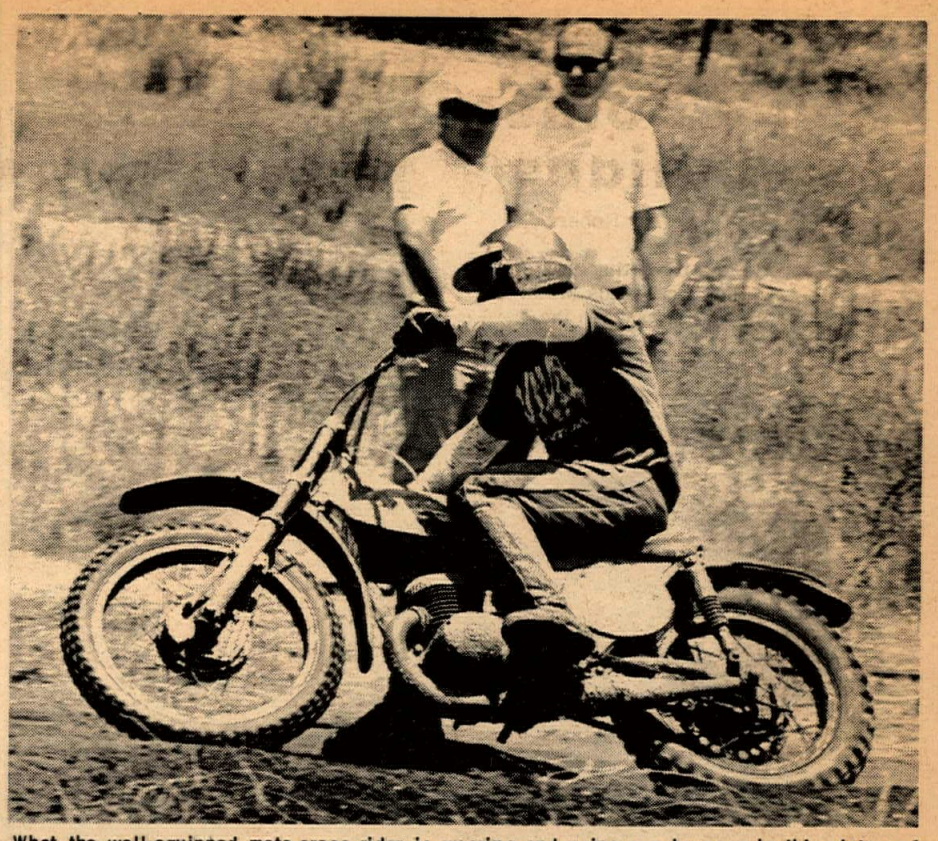
Good gloves and an excellent helmet and goggles are next. A peak on the helmet isn't necessary but most of the pros have one. It comes in handy when you duck your head after the mud starts flying. Face shields are considered too restricting in moto-cross. Dust on the inside or mud on the outside, they can't be removed quickly enough as goggles can if you get in a bind and can't see.

Is moto-cross like a rough scrambles or what? The best place to find out what you don't know about riding the real rough is to attend one of the moto-cross schools held each year by the visiting European riders. This year Joel Robert, 250cc World Champion, was schoolmaster.

What We Learned From Robert

The class was split into two groups, each getting one set of instructions from Robert and Marcel Wierz for riding the rough, and from Christer Hammargen and Bengt Aberg for the faster type stuff.

The rough course was a rough one. Short enough so Robert and Wierz could keep an eye on you the whole way around, it dropped down a bumpy hill, down a little wash, up a hill and down a short but very steep incline into a sand wash, and then up a series of bumps to start all over again.



What the well-equipped moto-cross rider is wearing and using can be seen in this picture of top U.S. International moto-crosser Ron Nelson. Kit consists of 1- Helmet visor, 2- Body Belt, 3- Arm covering, 4- 21-inch front wheel, 5- Knobby tires carrying approximately 16 lbs front and 19 lbs rear pressure, 6- Moto-cross bars, 7- Skiers rubber ribbed gloves, 8- Knee pads (optional), 9- Waterproof ignition, 10- Lower end breathers, 11- Gas tank overflow tube, 12- Mudguard (fender).

The teachers first observed the whole class, riding what they felt was a good line down the hill. Robert then showed us a more workable line.

"What works for me wouldn't work for you," he said. "We aren't each other but I can show you where you can do better."

Some of the class just couldn't take the outside line Robert demonstrated but had to hang to the inside.

Lectures followed on technique in the sand wash and coming down the hill.

Robert stood half way down in the middle with a big stick in his hand. More than one student was tapped on the head in the course of the morning to bring his attention to where he should be or what he was doing wrong.

Some quotable quotes from the lectures:

Student: "Why don't you use compression releases?"

Robert: "We used them in 1922 or 23. We don't use them now."

Student: "How are my handlebars?"

Robert: "I'd throw them away."

Student: "Was I alright on that one?"

Robert: "Just twenty miles an hour to slow."

The school was hard, hard work but it was fun and the students got more than their money's worth out of it. Just about everyone picked up at least one tip they hadn't even known existed and was often contrary to how they learned to ride.

Robert himself is a likeable person with an appealing sense of humor.

For beginning moto-cross riders it was a chance to learn what it's all about. The Europeans don't use compression releases, they slow you down too much. When it's time to stop for a turn you come in, lock it up and STOP! Front brakes are always used.

No one riding the serious moto-cross would think of using a 19" front tire.

"Stand-up" riding is the form for moto-cross but you can stand up too much.

"Never in a turn," says Joel. "Come in standing up but sit down. Your machine needs that extra traction for acceleration."

We've noted too many times Americans carrying standing up a bit too far in an attempt to look "moto-crossy."

Checking handlebars is easy. With a moto-cross machine it's like riding a horse and helping it along. The bars are straighter than in scrambles or desert. So sit on the seat close up to the tank. Close your eyes and stretch your arms up and forward. Let them drop down parallel to the shoulders until they hit the grips on the bars with the elbows bent slightly down. If they are wider than that, they're too wide for you.

"Speedway," says Robert, looking at our varieties of wide American bars with a twinkle in his eye.

The team of Hammargen and Aberg taught the techniques of sliding into and around turns on the TT track at Saddleback. Those who'd never learned to slide, came away knowing how.

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TOO TIREDS Send Clothes to Indians

Story and Photo by Robert Fee

Out of style and ill-fitting clothing was collected by the Too Tireds Motorcycle Club recently and shipped to the Navajo Indian Nation.

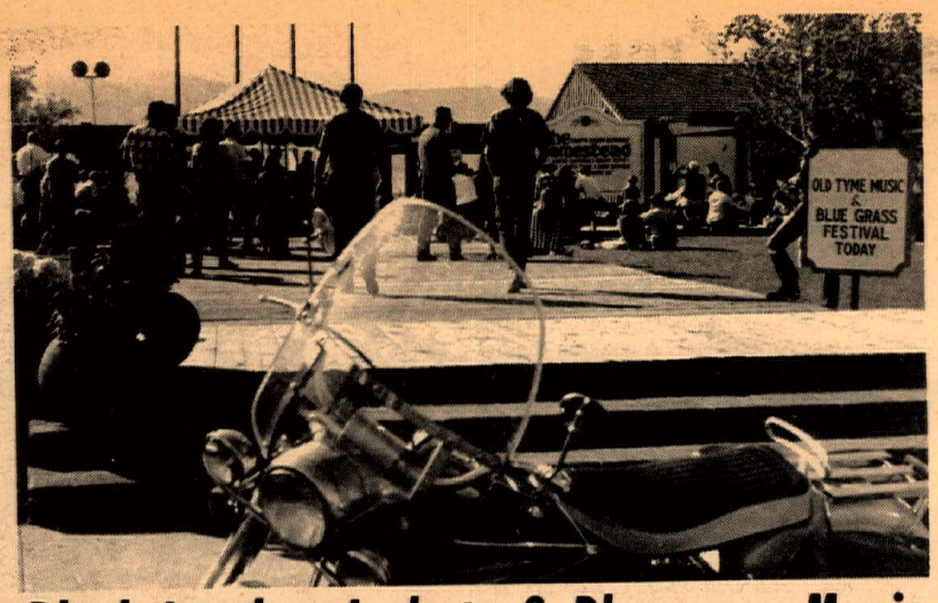
Members of the club rummaged through their own closets and solicited their neighbors for clothing that might be usable by the Indians. The group then

Fay Fee, left, and Bea Rathbun pack boxes.

met at the home of LaVonne Lebert to sort, pack and ship. Then they ate.

Eating is important to the members of the Too Tireds. Their meals receive a great deal of attention at each meeting. With few exceptions during the year, all of the meal-meetings are pot-luck.

There is surprisingly little duplication. One member has gained reknown for his concoctions featuring onions and booze. Another lady is appreciated for her spanish-oriented entrees and fancy cakes. A former RRC Chairman does different things with wienies and beans.



Black Leather Jackets & Bluegrass Music

Story and Photos by Robert O. Fee

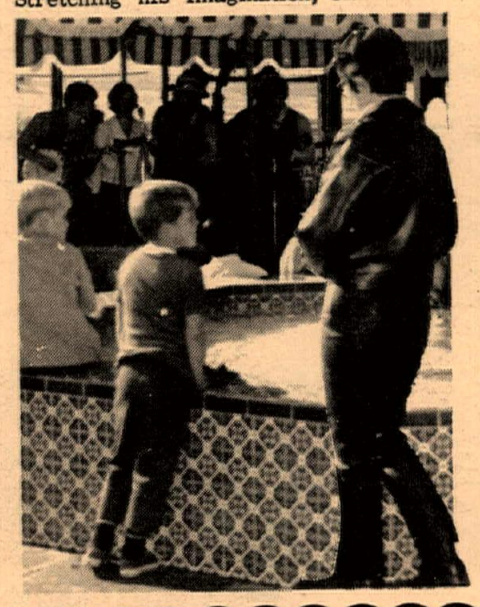
Bluegrass music, that was the purpose of a Sunday coffee run my wife Fay and I took to Temecula, Calif.

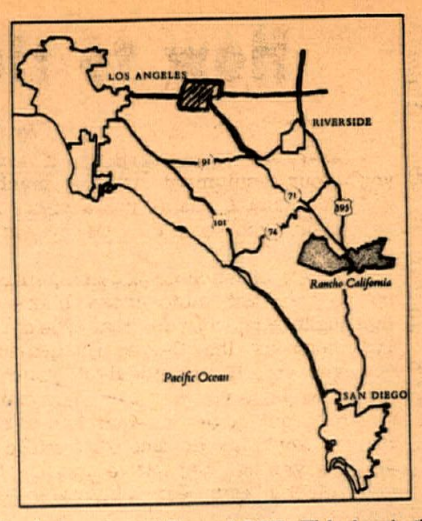
It was almost 11 am when we finally got underway and pointed our Big Harley 74 Electra-glide down the road. This was the first trip that Fay had joined me on since picking up the new machine. Her first comment, comparing it to our old Harley was, "Doesn't this thing have any springs?" The last thing she said was: "You break this motorcycle in before I go again."

As soon as we left Corona, we could see the smog start thinning out and by the time we merged with the traffic on Highway 395, it was almost gone. Only a slight haze hung over the Santa Rosa Mountains. Just north of Temecula, we wheeled left into our destination, California Rancho.

One of the last of the great cattle empires (87,500 acres), the old Vail Ranch is being subdivided and developed with an eye toward the great megalopolis that is supposed to develop between Los Angeles and San Diego. Already the developers have built a community center with a bank, post office, supermarket, restaurant and three retail stores. The plaza is designed along the old spanish lines – a very relaxed atmosphere with no "Keep Off the Grass" signs.

In order to show off all of this and to hopefully interest a few of the more affluent to buy, Jim Fish is in charge of attracting visitors to California Rancho. Stretching his imagination, Jim main-





Here's how to get there. LEFT: This is what's there.

tains a steady program of activities that bring 2000 to 4000 people to the rancho every week-end. Car, horse, and flower shows, Indian exhibits, rodeos, displays, and contests.

The Bluegrass contests we attended drew contestants from Los Angeles to San Diego. Banjos, guitars, and fiddles were played with all degrees of expertise.

The Country Coalition, a professional bluegrass group provided a change of pace with some real good, foot-stomping country hoe-down and harmony.

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NEW MINI-BIKE mini-scrambles course ready for riding. Dad, bring the little guys and their new mini-bikes to Saddleback – it's a great place for teaching them how to ride.

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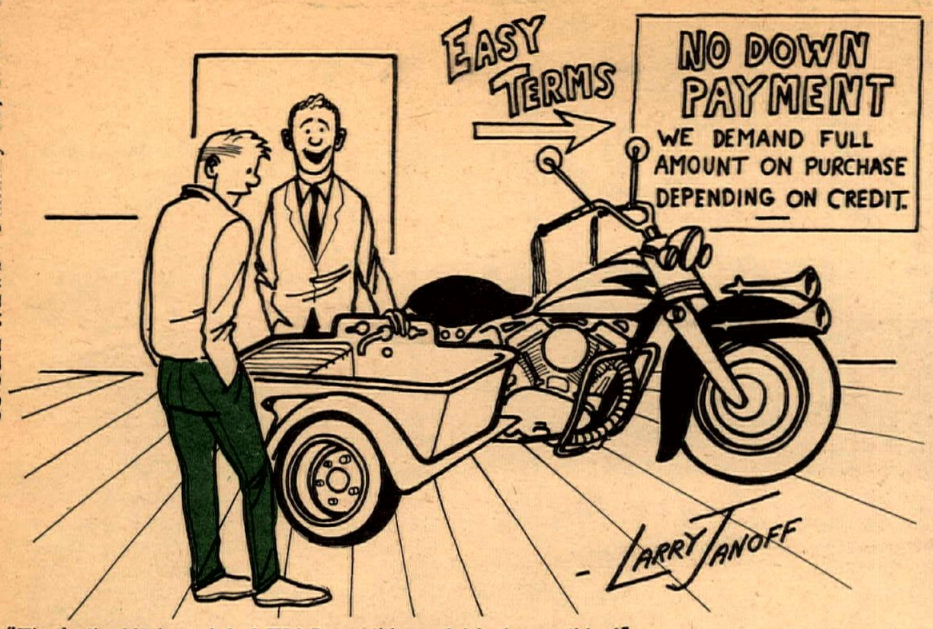
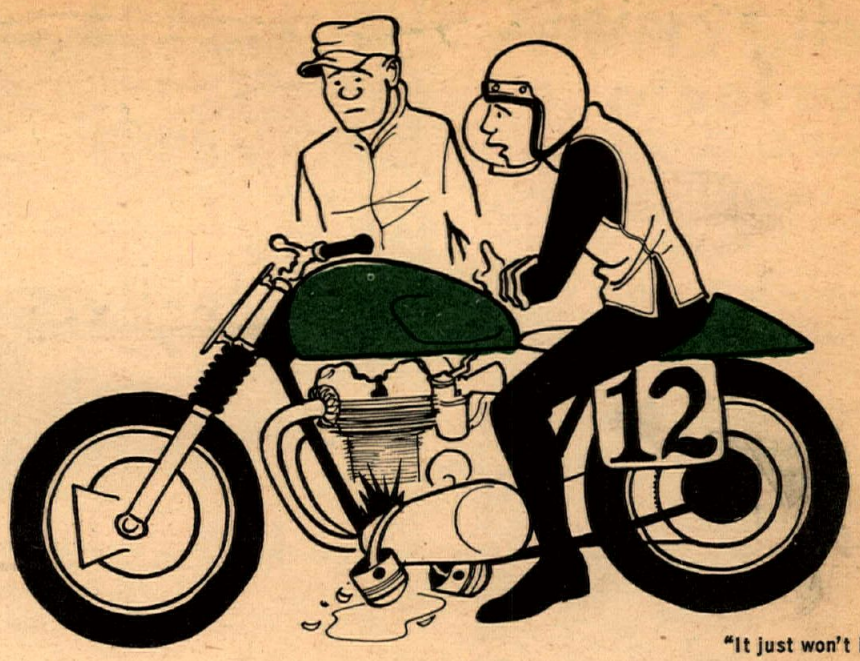
Orange County's Motor Playground
(Take Newport Freeway to Chapman Ave., go east to Santiago Canyon Rd., turn right 1½ miles to Saddleback Park entrance opposite the state fire station.)

Laugh with Larry

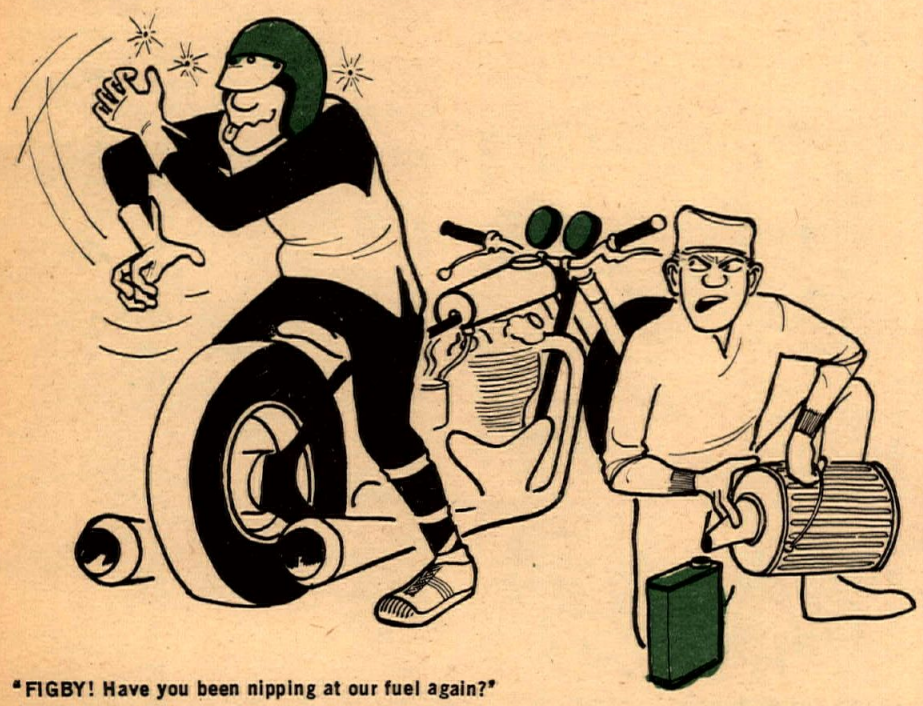
Janoff throttles up to madness and merriment



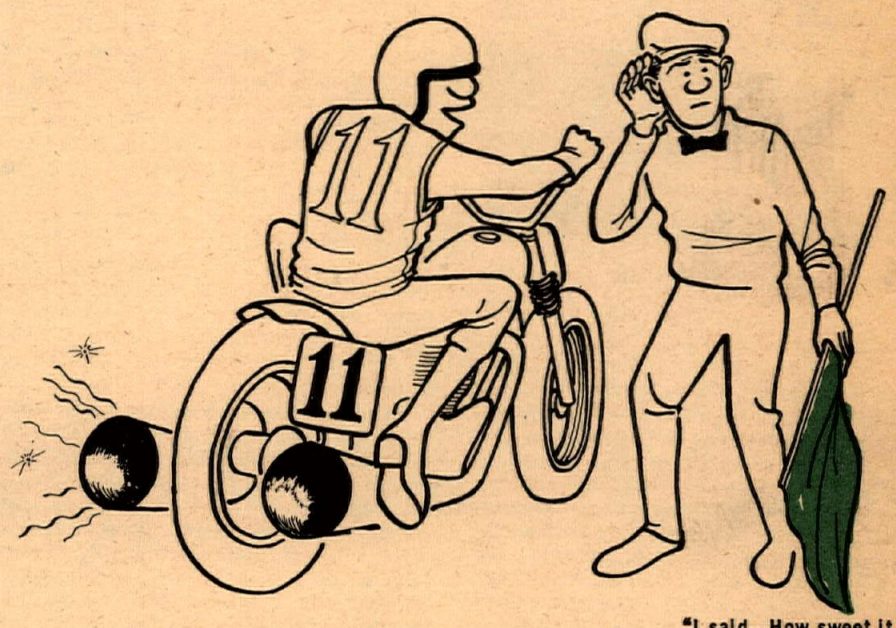
"That's the kitchen sink. I TOLD you this model had everything!"



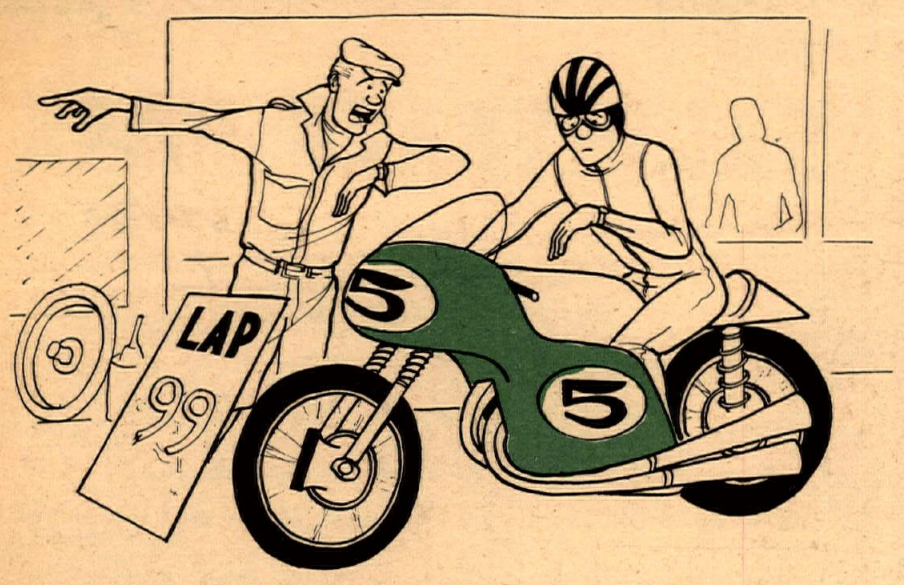
"It just won't idle."



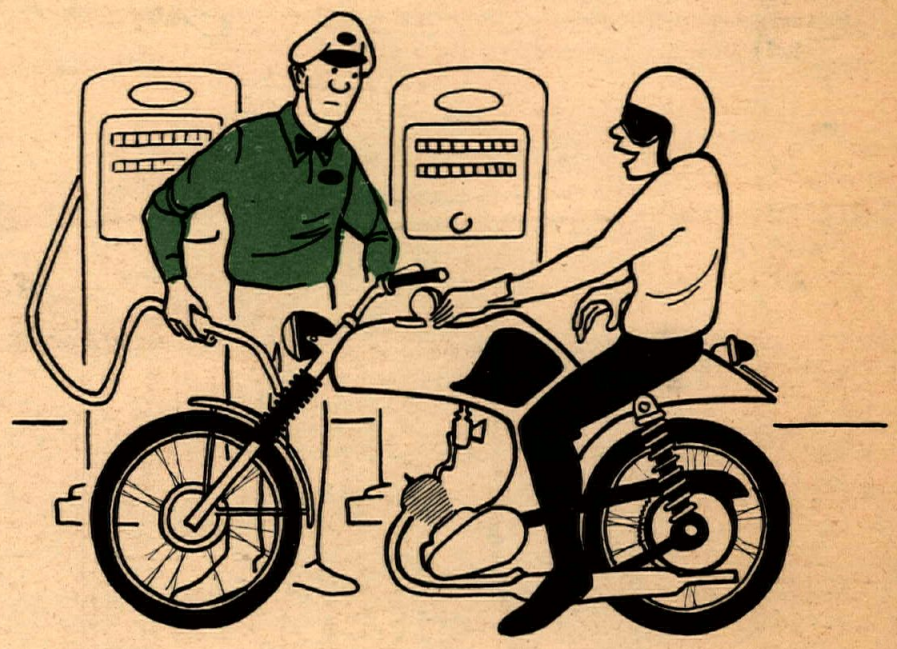
"FIGBY! Have you been nipping at our fuel again?"



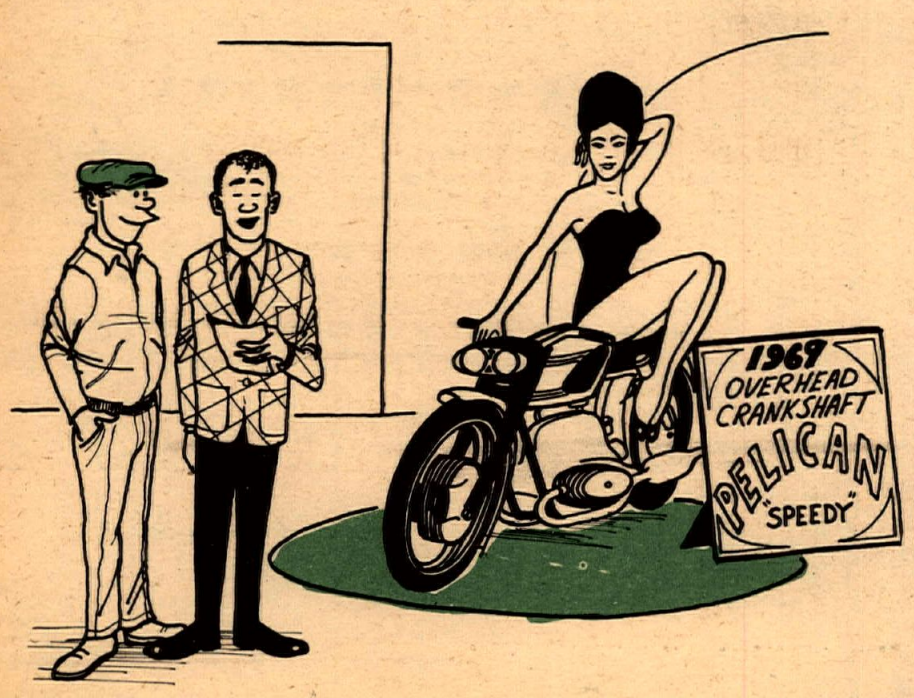
"I said...How sweet it is!"



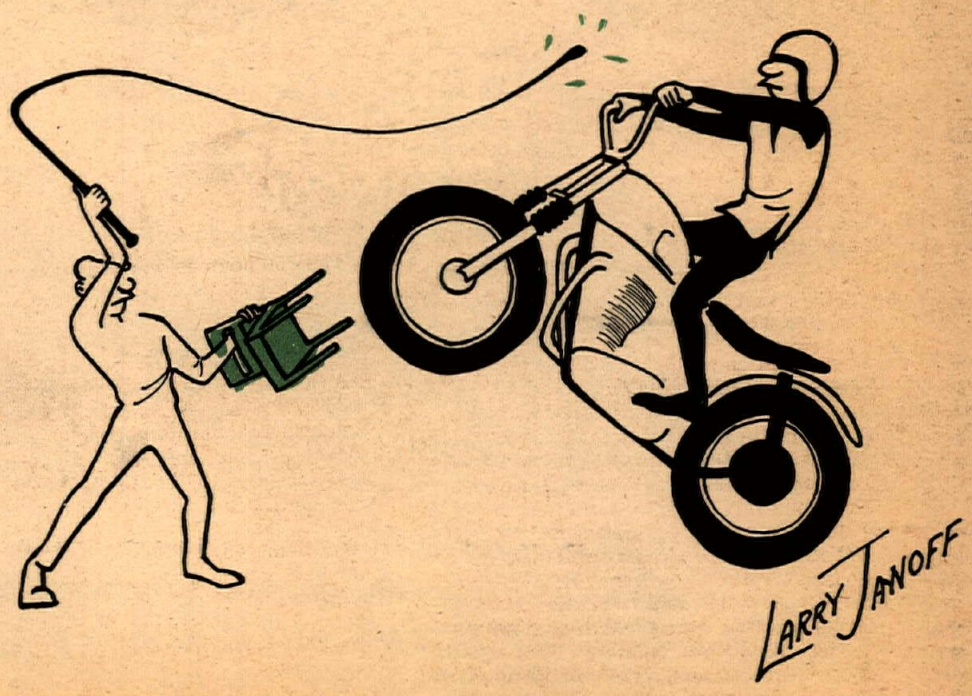
"Blimey, mate! Forget it's tea time, you've only one bloody lap to go!"



"Just 30¢ worth. I only have 200 miles to go."



"No, but for $40 more a month, she does go with the machine."



BSA

Wishes each and every one of you a very merry Christmas and a happy new year.

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½-Minute Interview

By Bill Harmer

MIKE NORTH

12-year-old MIKE NORTH is a 7th grader at Garside Jr. High in Las Vegas, Nev. After 3 years of TT campaigning on his little Bridgestone which is maintained by Tom's Cycle Center of Las Vegas, Nev., he and his reputation for rapid riding are known throughout his home state as well as California, where he has collected many trophies. There's nothing much more important than bike racing in Mike's young life and he plans on competing just as long as his folks will take him to the TT races.

Meet the Dealer

By Delmer O. Gasche

"Motorcycling has improved so much since I started riding that you can't believe it," declared Tony J. Schatz, owner of Sea-Tac Cycle in Renton, Washington.

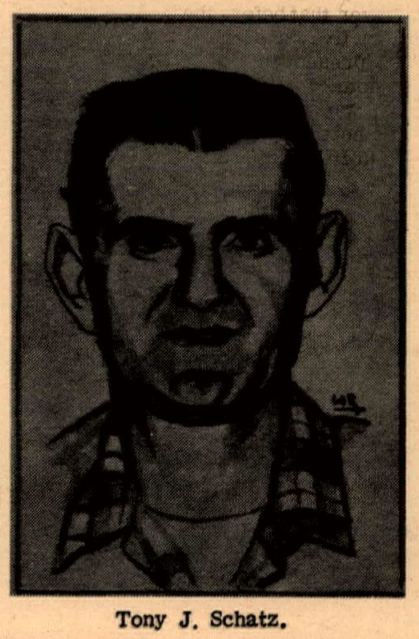
Tony began riding in 1951 at the age of 25. "I bought my first bike in a little town outside of Tacoma called Edgewood," Tony recalled. "I was at this place that collected and sold old machinery. I was there lookingat an old car but you could never believe the stuff they had in that old barn. I was looking around there and I happened to see this old 1913 Excelsior motorcycle. Well, my brother-in-law had the Indian franchise in Tacoma and I figured he might want this old bike. Anyway I bought it for $25.00.

"I wasn't much of a motorcycle enthusiast at this time, but I took that old bike home and cleaned it up. Then I tried to start it. I would turn over but wouldn't fire. Finally my brother-in-law and I checked it all over and discovered the piston was full of oil. We drained it and then I kicked it over and she started. And she smoked! Man, how she smoked! Then, once the bike was running I decided to keep it. I got to riding it around the track between races just to show it off to the people. And that's the way I got started riding."

Tony's brother-in-law went out of business when the Indian Company folded. "He had a lot of parts left over from his stock," Tony said, "and we decided to fix up an old Indian Warrior that the Harley shop in Tacoma had in a box in their basement. I was farming at that time and I traded a slaughtered hog for this Indian Warrior. After we got the Indian together, I started riding on the back roads and trails with other motorcyclists. These guys were all riding over my head and I just couldn't keep up.

"About this same time I found an old rusty 1917 Harley and cleaned it up. I paid $5.00 for the Harley. Later I sold both the Harley and the Excelsior to a Harley dealer in Seattle who collected bikes. He offered me $65.00 for both machines and I sold them.

The next bike Tony owned was a 200cc Francis-Barnett. "There wasn't any



Tony J. Schatz.

class at that time for smaller bikes so I and a couple of other fellows kept badgering the race promoters to establish a class and give us a trophy for a 200cc race. They told us to get six guys together and they'd provide a trophy. We did and that was the beginning of the lightweight classes in Tacoma scrambles and enduros."

Later on, Tony and some of his friends talked the promoter of the midget bowl in Olympia to let them stage motorcycle races between the heats of the midget program. "By golly," Tony said, "we brought quite a few people from Tacoma with us to watch the cycle races and the crowd increased for the midget races. We rode there quite awhile and it helped the motorcycle racing program in this area a lot."

Tony now has about 150 trophies and has won most of the scrambles and endurance events held in the Pacific Northwest. "Experience counts for so much," he said. "When I first started riding it took me so long to win a trophy. I rode in the snow, rain, mud and I was always trailing along behind the rest.

I didn't know anything about tuning, I tried one way and then another an all the time the other guys went screaming by me. Then finally I started winning and from then on I could hardly miss. But what counts now is for kids to start young with the little machines. Besides experience, you've got to keep your reactions sharp and stay in the groove. Nothing is more fun than motorcycling. To me, it's a question of what I can do with the machine. I know the machine can climb a hill, for example, but can I stay with it? I think it's the most thrilling sport in the world."

Sea-Tac Cycle is involved primarily in scrambles and enduros. In the last few years, they have usually managed to take home the majority of trophies in the events they have entered. This year Sea-Tac Cycle will be sponsoring Bill Stuth, a Novice who has done quite well in area scrambles and cross-country events. "I can't sponsor a big machine," Tony explained, "because neither Yamaha or Greeves has a big machine." Last year Tony rode several races in the Expert class at Graham on a 250 Greeves. "Of course," he explained, "I didn't have much chance to win. This year, however, Greeves will have a 360 and I'll be trying it out in competition."

Like all dealers in the area, Tony feels that the motorcycle legislation during the past year has hurt sales. "The sales will pick back up though," he said. "I went and took my driver's exam. I passed but there were some things in it that I thought misleading. I answered the questions from the state's point of view rather than from my own experience. IF I would have answered some of the questions the way I would have like to, rather than second guessing and giving them the answers I thought they wanted, then I would have missed those questions. For example: when approaching gravel do you 1. slow down, 2. speed up. 3. maintain speed? I wanted to mark speed up because when I hit gravel I speed up to maintain control. I knew they didn't want speed up for an answer so I marked slow down. Afterward, someone explained to me that the state wants a rider to slow down before he gets onto the gravel. The word approaching is the key word but I'm sure some experienced riders are going to miss this and some of the other questions because they are slightly misleading.

"As for the road test, I had a guy come in here who's ridden a Triumph to work for 15 years and he failed the test because he couldn't make the turns in the road course. However, in talking with officials I have discovered that the road course has been widened because even the official machines could not make it through in passing style."

In summation, Tony had this to say about the motorcycle business in the Puget Sound area. "Some dealers say we are reaching a saturation point in the number of dealerships because they are not selling as many bikes as they did two and three years ago. Well, I didn't sell as many bikes last year as the year before, but I made more money because of parts. I used to think there were two many shops in the Renton area. There were seven when I first opened up here. Now there are three and I feel we do each other a lot of good because a lot of people come out here for the simple fact they can look over three shops with seven different brands in a matter of two blocks. The business is good and it's getting better in spite of legislation and the number of dealerships in the area. Competition is getting stronger and every year more meets are held. It's changed a lot since 1951, and it's all been for the better, I believe."

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BIBLE MAN ON A BIKE

By W.M. Askins

Motorcycle Ministry is what you could call the role played by Dr. Laurence Byers, pastor of Calvary Presbyterian Chuck of Berkeley, California.

His church work calls him to almost everywhere in the Bay area and he zips around his extensive parish on a motorcycle

"On a motorcycle I can get over the social fissures, around the political steam vents, across the educational lava flows, more efficiently than treading the terrain in a car.

"A motorcycle may well become a symbol of the mobile church in an age of rapid social change. I have never found

Dr. Laurence Byers

it possible to be usefully creative or productive for the church or the world while wedged into the immobility of rubber and steel in creeping traffic."

He means motorcycles are good in traffic.

As a minister on a motorcycle, Dr. Byers says he gets to young couples who come to him for marriage ceremonies but hasn't won over any teen-agers for the church.

Among the older people, the fact that he rides a motorcycle doesn't seem to make any difference. In making his rounds to the sick and those in trouble, how he gets to them means next to nothing.

Doctor Byers tells about his experiences in his book, CHRISTIANS IN CROSSFIRE (Westminster Press. $2.25). The book he says: "We are living in a time when Christians, in their mobility, diversity, apathy, or feverish activity, may discover that before the institutional church can live in such an age it must die in its present form. We should long ago have noted that before the resurrection there was a crucifixion, and before there was hope in life eternal there was suffering in life temporal."

Half-Minute Interviews

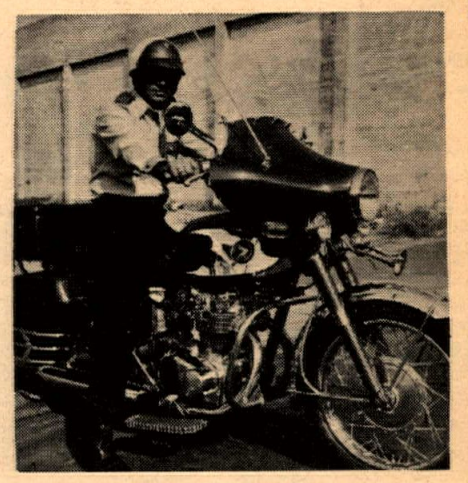
By Bill Harmer

26-year-old BILL SILVERTHORN, a native of Spring Valley, California (suburb of San Diego) is perhaps one of the best American-born Moto-Cross riders in the United States. He has just returned from a four months European tour where he was a member of a two man team representing the U.S.A. Bill says that the first part of their tour was spent in learning and throughout the entire campaign, they put in 3 to 4 hours every day training and developing their technique with a race every weekend, rain or shine. Edison Dye of Med-International furnished their Husqvarna mounts along with parts and tires, and world champion Torsten Hallman arranged their starts. They received start money in all the Gran Prix races that they entered which averaged between $125 and $150 per race. Bill considers his 17th place finish in the English Gran Prix as his outstanding effort in Europe. Although he finished 2nd in the Spanish International, the cream of

BILL SILVERTHORN

the European riders made up the 40 man field of the English competition. Now that he is back in the States, he will act as manager of the 11 European riders being brought over by Mr. Dye for an American tour. While in Europe, Silverthorn spent 90% of his time in Holland and has learned to speak Dutch, after a fashion. Bill has been racing for 3-1/2 years and the first 2-1/2 years was in TTs so when no Moto-Cross event is on the calendar, he hunts up a TT race for an afternoon of fun. His future plans include entry into the upcoming Moto-Cross point race for top American rider.

Cycle enthusiast RALPH REEVES is the referee of the Mary's Men M.C. of District 38. He and his wife, Ann, both ride on many touring events annually. He on his Honda 450 and she on her H-D Sportster. Ann is now recuperating from an accident, involving a treet, and plans to be back on the saddle soon. They have four children, 3 girls and a boy and as they are grandparents at ages 38 and 33 they are hard to beat in the youngest grandparents class on cycle runs. Ralph rode cycles in his younger days but his wife made him stop until she too became interested about two years ago. Ralph is a civil service employee at U.S. Naval Air Station, North Island as are several other members of the Mary's Men M.C. He does all the mechanical and maintenance work on his and his wife's bikes but sometimes has to call for assistance from another club member. Ralph's main interest in motorcycling is his club's activities and touring.



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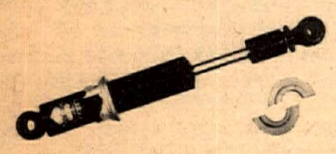

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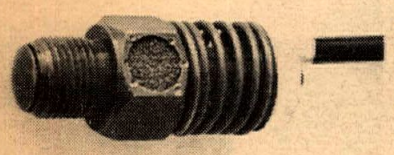

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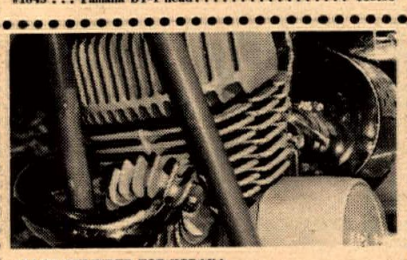

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Billy Bengston On Art And Racing

"Museums Think They Rule Your Life— Even More Than Agajanian"

"At one point I actually made more money racing than as an artist." In this shot by Walt Mahony he's on his way to first Amateur in a 1964 race.

By Wayne Flemington

Bengston doesn't mind criticism. "A critic is the only one in the world of art who is making any kind of statement besides our selves. They are our own kind."

Sometimes Billy Al Bengston does things other people think are odd, but they make sense to him.

Take the exhibition of his paintings now at the Los Angeles County Museum of Art. He thought they'd look better in smaller rooms so he built his own partitions. In one of these little rooms there aren't even any paintings, just an easy chair, pile of magazines and a TV set. If you don't like art at all you can watch football or Dark Shadows.

Bengston says getting a show into the L.A. County Museum isn't as important as the curators think. One reporter who asked whether this settled the question of whether his work was really art or not got the reply: "I made that decision myself before the museum was around."

Bengston, who has been kicked out of three art schools, is better known around motorcycle tracks as a racer, around the beaches as a surfer.

He's honest enough to admit that the incongruity of an ex-motorcycle racer who paints, helps to sell his work.

"Sure it does. Take me out of it and sales go down. It's all PR, all bullshit. Of those who buy, 95% do it because of something they've read about me."

He does his work in a Venice studio that's lavish by the usual standards. There's a pool table, a skylight, a large green leafy plant and an out-sized T-square that tracks full length along a great white wall. Thirsty visitors are glad there's a coffee percolator in the kitchen.

As it bubbled away Billy talked about racing.

He says the racers are kept down by the promoters and the AMA.

"I firmly believe motorcycling won't come of age until riders made $100,000 a year. It's not run this way in Europe, or any other civilized country.

"For example, why isn't there advance publicity in the papers before every race?"

Billy complains, but he still has a lot of pleasant memories from his days on the dirt tracks.

"I did something hardly anyone else has done – got second on a C-15 in a half mile final."

He always used to hate getting passed by riders who couldn't corner too well.

"If you pass a guy on the corner it should be a rule he can't pass you on the straight," he said, laughing. And he kicks himself for waiting so long before starting to race.

"I always wish I'd spent more time on motorcycles when I was a kid," he said, pouring rich coffee into the visitor's cup.

"How do you like it?" he asked.

"Cream and sugar. One sugar."

"One pole brown or sand brown?"

"Uh, sand brown. Thanks."

In A Grass Hut

Motorcycling was the first thing I felt natural at but I spent more time surfing than anything else.

"I lived in a grass hut on the beach; was the original Moon Doggy in the Gidget series – but I left for Europe before they started shooting.

"All the surfers I knew then are now avid motorcycle riders."

Contrary to what some art-lovers might think, he doesn't race anymore.

"I was going to go hell bent for election at Ascot until I found out I wasn't that mean."

Bengston broke his back on Ascot's wall, dodging a fallen rider. The AMA took good care of Bill's bills but that doesn't stop him from criticizing them. He says the AMA has a "stranglehold" on motorcycling.

As the visitor loaded his camera Billy leaned against the white wall next to the T-square.

"Hey, what if I put on my LeBard & Underwood T-shirt? That'd be a gas, don't you think?

"Sure."

"You know, you ought to shoot some of the new choppers. They're getting pretty weird; look like TT machines. I don't know how they ride 'em. I got on one the other day and just didn't believe how far away that front wheel was. You just sit down there in a hole and shift behind you. I couldn't even make a U turn.

"Esthetically I like Harleys better than anything else, but I can't ride them."

Then he got back to speedway racing. He said Jim Nicholson would still be the fastest around when he got out of hospital; fast enough to be able to barnstorm around the country as a one-man show, riding in meets not sanctioned by anyone and taking on all the local challengers.

"With promotion it would be easy to make him the best speedway rider in the U.S. You'd have to make him into a personality, a glamour boy like Joe Namath. Give him his own photographer. Start an investment company like they did with Mohammed Ali."

Billy doesn't like to see the racers give so much and get back so little.

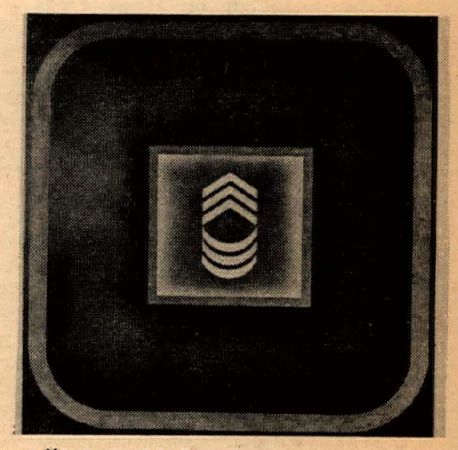
It used to be that way with his paintings. "Back in '61 people moaned about the price of my work – about $1000 a painting. So I dropped the price to $100 or $200, but I didn't sell any more than I did before."

So Billy went back to asking what he thought they were worth, and now he gets $500 for some, $8000 for others. This spring he'll even get a free ride to Europe for an exhibition in London, following one in Washington, D.C., in March.

The phone rang. Somebody on their way up about a painting.

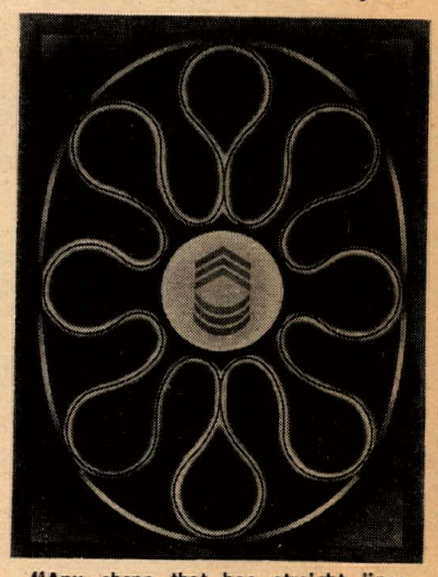
The visitor left and threaded his way through traffic, passing close to Ascot on the freeway.

"The mistake most people make when they look at art is that they don't just look. They look for an idea."

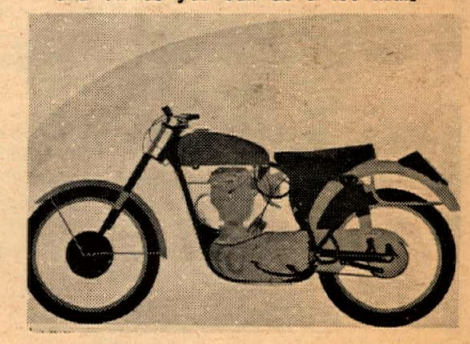


"I just did the chevron thing as a lark."

"They're simple and they don't overburden you. There aren't many things left that don't work the hell out of you."



"Any shape that has straight lines and curves you can do a lot with."



On art schools "Get out as soon as you've taken what you can from them."

Photos by Wayne Flemington

Photos of Paintings By Ed Cornachio and Staff

BARGER continued from page 11

with our patches. But whenever we run into AMA riders at the drags, we're the ones who bring home the trophies."

A stereo provides a background of esoteric jazz and rock usually as played by a farther out San Francisco station, but a grand piano holds a place of honor. Though Sonny does not play, he loves the piano and keeps one around for people who do. When you cross the threshold you cross into a world which has the impregnability of a castle and the tranquility of a mountain cabin...all in the heart of Oakland within sight of the freeway to everywhere.

Art Collector

He collects paintings and art objects, the most interesting being his own, a concrescence composed of a life-sized stuffed eagle, several death's heads, an arrow, a collection of various caliber bullets, a votive candle and an American flag. Perfectly at home in its setting, it relates to mankind's remote ancestry... the strength of the individual and of the tribe. It reflects the primitive necessity to fight for oneself and one's brothers; the necessity for action which has been constantly sublimated by civilization into the power of thought and words.

Such is the power of Sonny Barger, a power derived from within himself, from the respect for and confidence in himself. Nowhere within the autonomous structure of the Hell's Angels is there a provision for a Maximum Leader. Though many will say that the monolithic quality of the club calls for a leadership symbol, there is enormous independence of chapters. Yet the effect of Sonny Barger upon the club is apparent to members and outsiders alike. The Era of Barger has seen the Angels go from the bottom of the most-despised list to a grudging national respect. This is due in large part to the image-making power of Sonny Barger. Yet Sonny says, "Fuck our image. We just want the freedom to be ourselves."

A great deal of freedom could be obtained instantly by taking off the patch. But this is not the point. They won't take off the colors nor will they try to change the title "Outlaw".

"The AMA gave us that title. If you don't belong to the AMA, you're an outlaw." Sonny reminisces about the long-ago hassle with the motorcycle "establishment."

"Motorcycling was at a low ebb. They needed someone to pull it out and they used us. They do the same things we do but they cover it with what you might call a cloak of respectability. They have the money and control who is and who isn't an outlaw. If you don't pay them your $2 a year you're an outlaw." It still rankles.

"What I don't understand, its almost all English bikes but Harley-Davidson runs it. I don't know exactly why!"

The intervening years have seen a gradual shift in the delicate balance of power until today in many quarters, outlaw and citizen alike, the Hell's Angels are THE Club. The anti-establishment move is alive in the motorcycle world as well as elsewhere. And perhaps it is for the same reason...the establishment has drifted far away from the needs of the people.

Full-Time Outlaws

I asked about the apparent lack of other outlaw clubs in California. "Most outlaw clubs only ride in the summer. When winter comes they put it all away and go back where they came from. We're the only year-round outlaw club. Being an outlaw is a full time job."

Being the president of an outlaw club is a full time job too, and being Maximum Leader of all the Angels keeps Sonny Barger busier than many grey flannel executive. The Hell's Angels are incorporated in California and their symbols, the small Death's Head, used by the Frisco, Berdoo and Dago chapters, and the large Death's Head, used by the rest, are pending federal patent. From a home office where the phone is never silent he rides out (usually by plane) to take care of business, statewide and national.

"I love to fly," Sonny says. I asked which airline he likes best. "PSA has the prettiest stewardesses."

Business involves, among other things, chartering new chapters. The Hell's Angels presently have eight chapters in California and chapters in Massachusetts, Ohio, Minnesota and Nebraska.

'We Recognize 'Em'

Not all outlaws are Angels or potential Angels. Sonny commented once on the Les Crane TV Show, "We don't recruit 'em, we recognize 'em." So it is with new chapters. "We just organize those who are Angels into the Angels."

Barger, left, and Joe Hope (pointing) represented the motorcycle riders' point of view on San Francisco TV debate with pro-helmet law assemblyman John F. Foran, second from left. Show's host Joe Dolan is the man on the right.

The question of who is and who isn't an Angel seems to confuse almost everyone else. Non-riders usually consider all motorcycle riders and motorcycle riders often consider all outlaws as Hell's Angels. Every hassle at motorcycle events and many problems at non-motorcycle events are attributed to the Hell's Angels. It just ain't so.

"There are ten to twenty thousand riders at some of those events; they can't all be Angels." It might be better if they could, but reality is rarely so glamorous or so simple as fiction.

"It's like that thing at Laconia." Sonny recalls. "Two or three years ago now. They had had a riot there every year for ten years. The Mayor was looking for a scapegoat. This particular year we had gained a sort of national prominence in California. So "the Man" said it had to be Angels, and that we were Communist-trained in Mexico and things like that.

"How we were supposed to have gotten away from there was like in the Bible when God opened up the Red Sea for Moses! No one ever saw us on the road. We're just supposed to have opened up a super highway which closed in after us and ridden all the way from Vermont to California on it.

"They knew there was going to be a riot, because there always was one. They had the National Guard there for it and the police. But when it happened it had to be the Hell's Angels...and we weren't even there."

Angels Don't Look For Trouble

Being a Hell's Angel is like a twentieth century version of the fastest-gun-in-the-west. There's always a challenger, always someone who wants to prove something. Hell's Angels members soon find they don't have to prove anything. "Angels don't have to start things. We don't look for it; it finds us."

The genuine Hell's Angels still have their famous "runs", several times a year when choppers and Sportsters converge from everywhere for days of party-time. But they're not quite the flamboyant affairs shown in cycle movies.

This year's six-day run to Bass Lake, California, for example, netted two drunk arrests and not a line of newswire space. "It was very relaxing," says Sonny.

The people from the Department of Parks say the Hell's Angels leave the parks in better condition than they found them and they wish the average citizen were as good a guest.

During a run last year to Mendicino County National Park, the Angels were touched by the plight of a local girl who had been kidnapped along with her boyfriend by a couple of young punks who were not motorcycle people. Her companion was killed and she was shot, thrown from a cliff and left for dead. A fund was being organized for her care (she is still paralyzed) and the Hell's Angels made a sizeable contribution to it.

'I Am What I Want To Be'

It is this sort of mature acceptance of responsibility which has brought about steadily increasing prestige and comments like the one made to me recently by a leading member of the manufacturing community, "It would be good if all outlaws behaved like Hell's Angels."

Perhaps the greatest significance of the Hell's Angels and their leader in the waning half of the twentieth century is this: in the midst of standardization they do their own thing and they do it well. It is not an easy scene they have chosen and they carry it off with considerable aplomb.

It's a catching-on trend, doing your own thing. But Sonny Barger and the Hell's Angels didn't catch it from anywhere. It's always been their trend.

If you tell Sonny Barger quite truly that he could have been anything he chose to be, he will tell you just as truly, "I am what I want to be. And that's more than most people can say."

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Bonnet Heads RRC

By Robert O. Fee

A second ballot was needed to decide the chairman's race in the 1969 officers at the December 2nd meeting of the Southern California Road Riders Committee.

On the first ballot, Bill "Big Daddy" Miller (Knights MC.) scored 14 votes, Bob Decker (Toppers) 7, and Wayne Bonnet (Lucky Wheels) 10. Bonnet picked up 5 of Decker's votes on the second ballot to win the RRC Chair for 1969 with 15 votes to Miller's 14.

Miller went on to win the Vice-Chairman's spot with a vote of 16 to Bob Decker's 13.

Judy McCombs (Overlanders) is the new secretary. She got 15 votes to Marilyn Roosa's (Coloramas) 14, last year's secretary.

Lucky Buchesne (Silver Eagles) was nominated for treasurer but lost 12 to 17 to Sherman Ames, last year's officer.

Another run-off ballot was necessary to choose a referee. Bob Decker (Toppers) got the post after capturing 16 votes to Curly McComb's 13.

The new officers will step in at the Installation Dance, January 25th at the Moose Lodge in Arlington.

Darryl Steen, Controller of the Blood Bank, announced that the newly established RRC Bank now has 28 pints of blood to it's credit as a result of the November 18th deposit. Steen said he wanted to award a pin to those riders who deposited blood, similar to that of the Committee for Better Motorcycling a couple of years ago.

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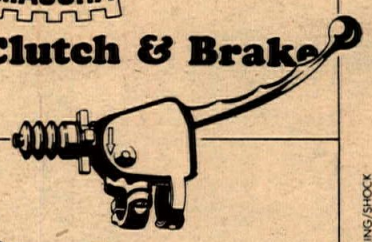
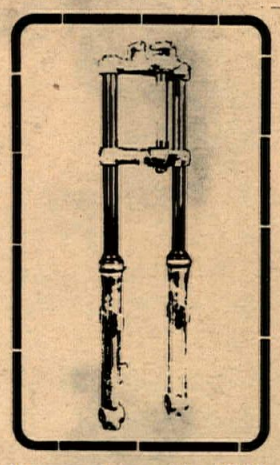


CERIANI*



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#587P	Racer Jacket Padded	18.95
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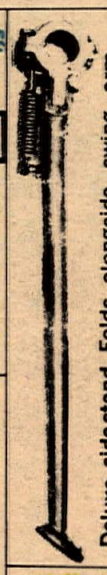

Deluxe sidestand. Folds alongside swing arm. Length 16½", gross weight 1 lb. 6 oz. Forged aluminum, heat treated to aircraft spec.

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Case-gard for Hodaka. Formed 1/8" plate aluminum with plated brackets and self locking nuts. Ready to install. Can be modified to fit other bikes.

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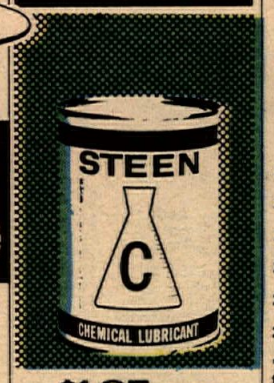

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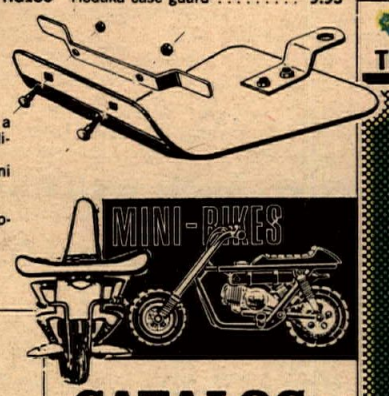
*Length is measured from the center of the eyes with shock full extended.



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P/N	2.75/3.00	
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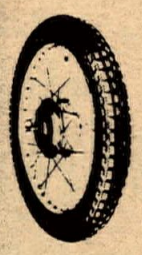
300x17	17"	11.75
300x18	18"	13.70
P/N	3.25/3.50	
350x16	16"	14.25
350x17	17"	14.30
350x18	18"	15.70



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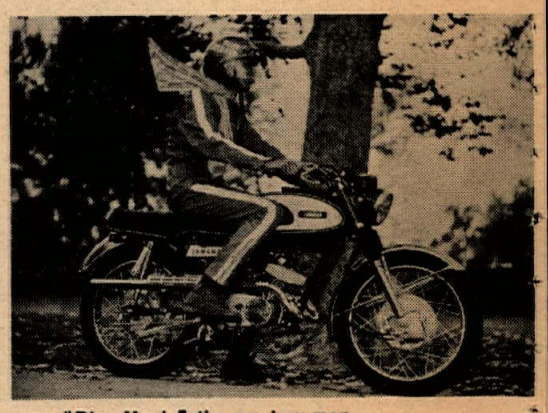
Yamaha Joins 'Laugh-In'

The Yamaha 180cc twin has become one of the many regulars on television's most popular show, the Rowan & Martin "Laugh-In".

The Yamaha is now in weekly comedy action with a character created especially for the show by producer, George Schlatter. The character is "Blue Maxie". Maxie and the Yamaha do comedy stunts.



"Blue Maxie" the mystery man.

The versatile pair do everything but fly from week to week in the show that is watched by millions of viewers around the nation.

Who is "Blue Maxie"??? He is not a hollywood stunt man. He is not a professional actor. He is in fact a professional motorcycle racer who competes in many of the national championship races and other non-national racing events.

TIRE TALK

Here is an abridged "Layman's Glossary of Tire Terms" from Goodyear, to help us be more informed and know what we're talking about the next time we have to buy tires for the family car or motorcycle.

BEADS – Could be what hangs around the neck, but in a tire these are the rubber-covered hoops of bundled wire strands that hold a tire on its wheel rim.

BELT – It might hold up your trousers. Inside a tire, though, between the plies and the tread, it provides exceptional trend life and makes tire replacements less frequent. Not all tires have belts – yet.

BIAS – This has nothing to do with inequality, but means the reinforcing cords of a tire at an acute (or bias) angle to the centerline of the tire.

BLADE – Not what bloodied your finger while carving the roast last Sunday. Blades in a tire tread are little molded crevices that provide thousands of gripping and wiping edges for traction.

CARCASS – Really an unpleasant thought, except in tire jargon. This is the main structure of a tire, reinforced with fabric, which forms the tire's air chamber.

LINER – Not one of Willie Mays' hits into the stands, but a rubberized material applied to the inside of a tubeless tire to protect its fabric.

MOLD – This could be the stuff all over that four-month-old tomato you found behind the refrigerator yesterday. Goodyear says it is the metal form in which a tire is given its desired shape and tread pattern during vulcanization, or curing, of the rubber.

RIB – This is something men and women have been arguing about since long before anyone ever thought of tires or automobiles, but it also refers to the raised portions of a tire's tread which contain ... er ... blades.

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HOPETOWN 1968

Still the greatest remaining classic of the Southern California motorcycle sportsman racer, the annual DirtDigger Grand Prix scrambles at Hopetown can always be counted on for plenty of thrills and satisfaction for spectator and participant alike. This photo is of one of the giant starts this year and, typically, a few guys went down in the confusion. But they were all up and away seconds after this picture was taken.

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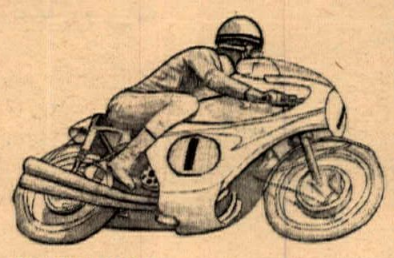

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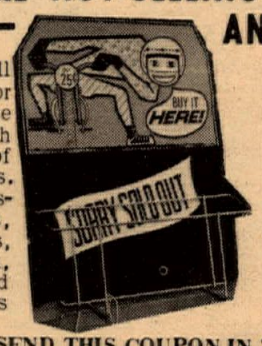

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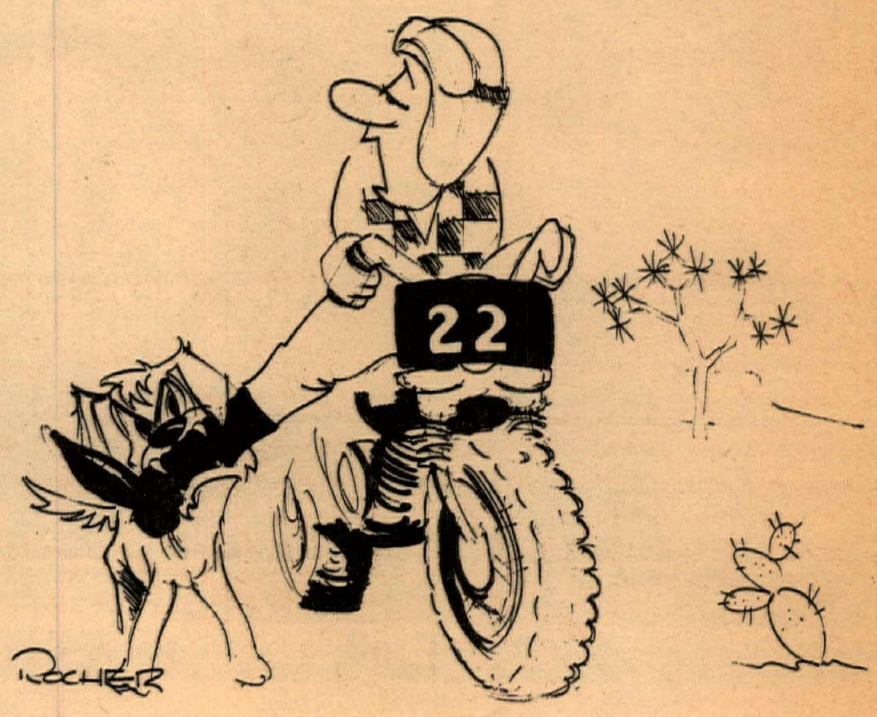
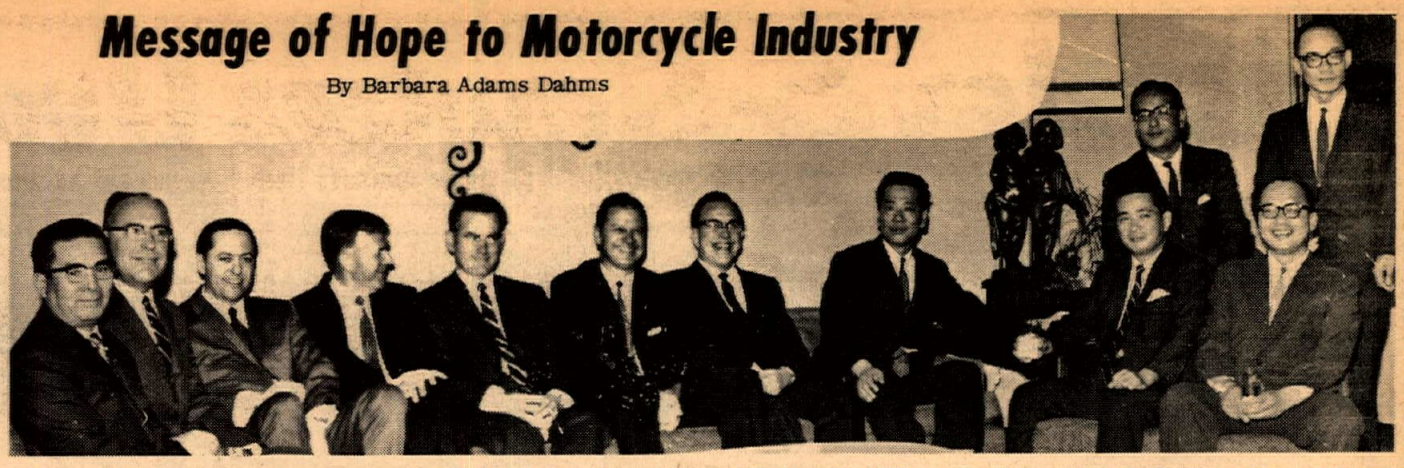


I REALIZE THIS IS A "HARE AND HOUND" RUN BUT ...

Message of Hope to Motorcycle Industry

By Barbara Adams Dahms



Members of the California Motorcycle Safety Council, seated left to right: K. Iizuka, Exec. Sales V.P., U.S. Suzuki; Earl Miller, V.P. & Genl. Mgr. Triumph Corp., Baltimore; Don Brown, V.P. & Genl. Mgr. BSA Inc., Nutley, N.J.; Willard Edwards, Dean of Instructional Services, San Fernando Valley State College: Thornton Cooke, VP Universal Underwriters Insurance: R.U. Robison, General Counsel, Auto Club of So. Cal.; E.W. Colman, V.P. & Genl. Mgr. BSA-Western and Johnson Motors, H. Kawashima, V.P. & Genl. Mgr., Yamaha Corp.; Mr. Hamawaki, Executive V.P. American Kawasaki; H.G. Nakamura, V.P. & Genl. Mgr. American Honda. Standing: T. Kaneda and H. Nakamura.

"The time has come to stick together – the motorcycle industry has come of age." Joe Hope, Chairman of the California Motorcycle Safety Council told top industry executives at a banquet at the Los Angeles Club. "Our growth potential is staggering."

"We must realize that growth entails responsibilities. It is necessary that we accept these responsibilities. A cohesive group, able to speak for our industry is essential. Other interested groups will not work with our separate firms, they insist upon dealing with an organized group representing the industry!

Explaining the aims and accomplishments of the CMSC, Mr. Hope said, "We have concerned ourselves primarily with the problem of motorcycle safety as well as ideas to improve the situation. We believe that presently motorcycle driver training is the most constructive answer and we have done everything possible to educate the public to that point of view and to actually implement motorcycle driver training at every opportunity."

CMSC Accomplishments

"We have been cooperating with educators, legislators, civic groups and all others who would listen. Thus far we have:

- organized the first motorcycle driver training course in the Los Angeles School system (conducted in the San Fernando Vally).
- attained membership in the California Motor Vehicle Legislative Advisory Committee.
- worked with civic leaders in Glendale, Hermosa Beach and Pomona and with the PTA in promoting training and understanding of motorcycle operation.
- received membership in the ADTSEA and participated with them in the development of films and facts for driver training classes.
- organized motorcycle driver training classes in San Diego.
- developed dealer participation programs to provide motorcycles for these training courses.
- represented the motorcycle field at the National Safety Council's Western Safety Congress and are invited to produce a larger segment of the program at the next meeting.

"We are currently working with the Department of Motor Vehicles toward programs for training the examiners who will test motorcycle riders.

The Time Is Now

"The Motorcycle Safety Council has thus far had a considerable degree of success. We must now continue the programs we have begun. We are at that point in our history when we must take that giant step forward. Every other large industry in the country reached a point in its development when organization and cooperation became essential. For the motorcycle industry, we believe that time is now."

The CMSC opposed mandatory helmets and other apparel requirements and made many public appearances against the idea. Representing the CMSC, Mr. Hope answered the KNXT TV editorial calling for such requirements, and appeared on the Joe Dolan Show on Channel 44 in San Francisco with Sonny Barger President of the Hell's Angels, and Assemblyman John Francis Foran, discussing the pros and cons of compulsory helmet legislation. It may be said that Mr. Foran took a distant third.

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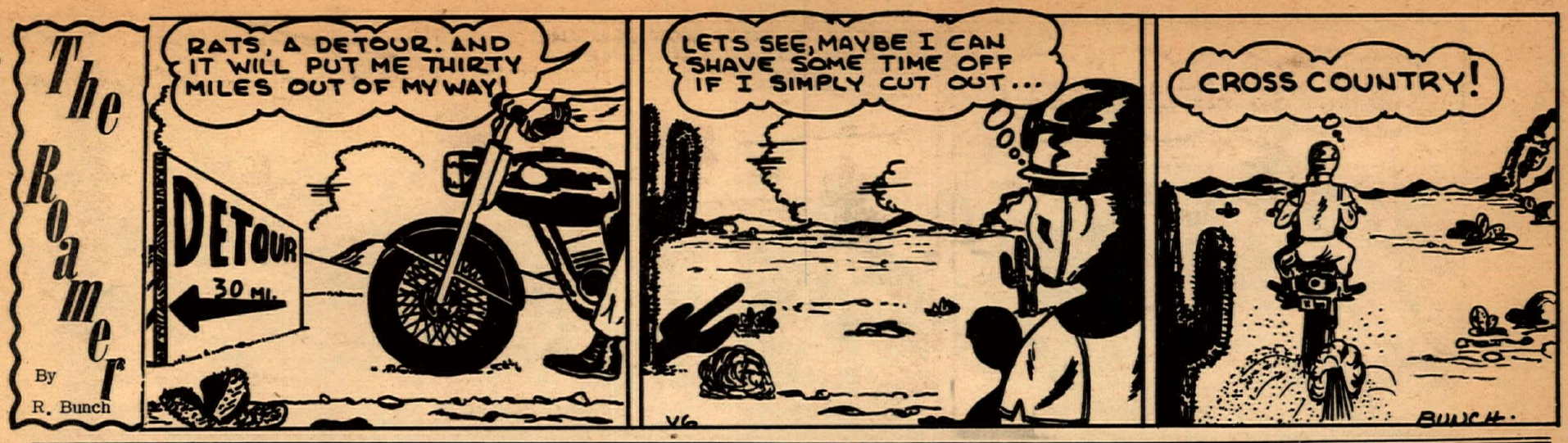

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FOR XMAS? 441 Victor 66. (213) 634-7555 South Gate after 5:30 p.m.

1960 BSA 250cc STARFIRE Scrambler cam, mag, ready for dirt or race. Will trade for Hodaka or sell. Call (714) 897-6293.

'67 HUSKY 250cc, comp. release, skid plate, Metisse bars, zero hrs. on new lower end, flywheel, gears, piston, etc. $700.00. Call Dick (213) 463-6441.

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MUST SELL going to Europe – 62 Velo. 500 street; 66 Greeves Challenger; 66 Hodaka dirt. Many extras, make offers. Can deliver to So. Cal. Ed Hindes, 1700 El Camino Real, R. 2-24, So. San Francisco, Calif. 94080. Tel: (415) 992-2659.

1968 BULTACO 350cc El Bandido, new condition, never raced $900.00. Also 1966 80cc Yamaha trail bike, like new. Phone (213) 355-0628.

LEAVING COUNTRY

1967 Yamaha 250 Big Bear including rack/new helmet plus other extras. Very clean, fast touring bike $450 peace (213) 243-5134.

68 GREEVES Challenger, 5 months old, springer Barnett, ski plate, & more. $765.00. (213) 831-6648.

MICKEY MOUSE wears a Wes Cooley watch.

HANGTOWN QUOTES

"The best moto-x course I have seen in this country." Comment made by Mr. E.C. Hyland of Hyland Crowe, Ltd., Birmingham, England.

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SIDE-HACKS

Hangtown Moto-X pays cash.

HEY! GOT DRAFTED!

Must sell, 1968 CZ 250 Moto-Cross. New top end, sacrifice $595.00. 1966 Triumph 500 full race engine, loads of spares and tires $400.00. 1968 Husqvarna 250 Moto-X never raced $795.00. Suzuki X6 in basket $100.00. Call Bruce Haserot (213) 324-7455 after 6 p.m.

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Men, women wanted to set up and service Cycle News vending rack routes in San Francisco, Las Vegas, Seattle, Portland, San Diego, Phoenix, Denver and other western population areas. (except L.A.) $350 investment required. Interested? Write to Chuck Clayton, c/o Cycle News, Box 498, Long Beach, Cal. 90805.

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'69 BULTACO PurSang – never raced, excellent condition $750.00. (213) 831-6145.

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'68 MONTESA La Cross. Desert ready with many extras, fresh engine and roks. Best offer. After 6 p.m. (213) 665-0048.

CORRESPONDENTS WANTED to cover m/c events (eastern states). Send qualifications to State Cycle News, Amherst, Ohio 44001.

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'66 YAMAHA 100cc Twin, fun dirt bike, girlings, expansion chamber $150.00. (213) 397-3918.

HONDA S-90, excellent condition, fixed up for the dirt. Make offer (213) 429-9211

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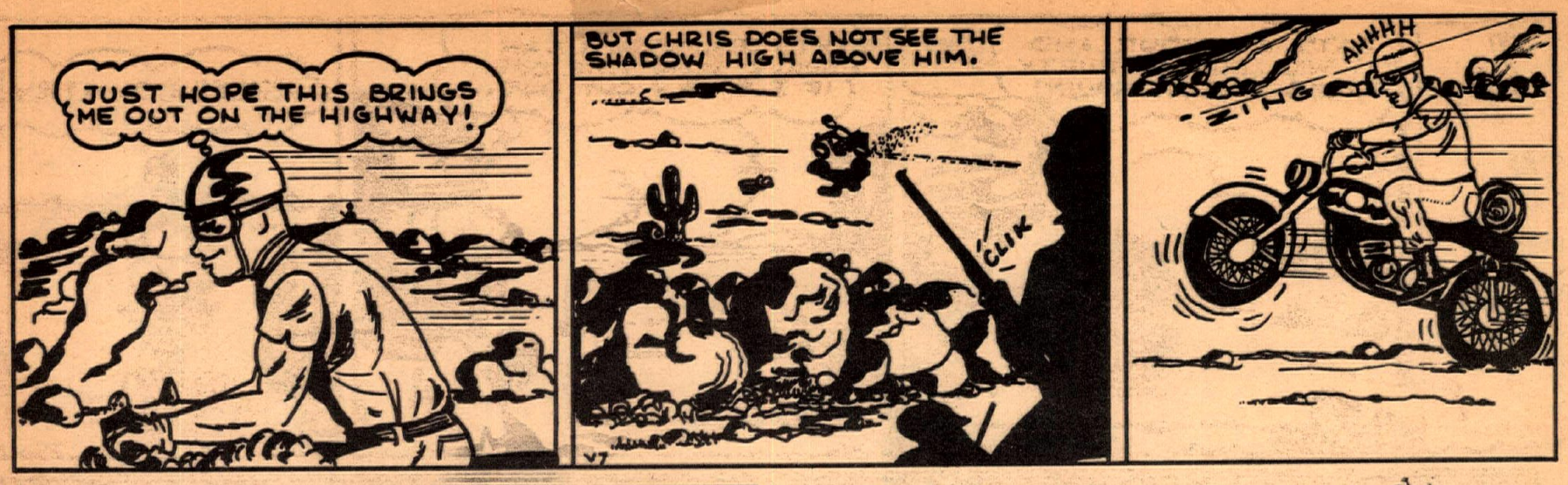

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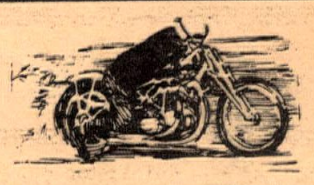

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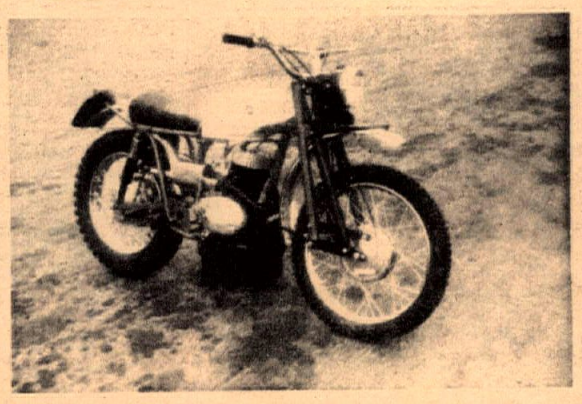

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